



APPLICATION ACCEPTED: October 3, 2012
PLANNING COMMISSION: January 17, 2012

County of Fairfax, Virginia

January 3, 2013

STAFF REPORT

COMPREHENSIVE SIGN PLAN AMENDMENT

APPLICATION CSPA 86-C-029-08

DRANESVILLE DISTRICT

APPLICANT:	Dulles View Property B1, LLC and Dulles Corner Office II, LLC
ZONING:	PDC
PARCEL(S):	15-4 ((1)) 13E2 and 13E3
ACREAGE:	8.842 acres
PLAN MAP:	Dulles Suburban Center, Mixed-Use
PROPOSAL:	To amend previously-approved CSPA 86-C-029 to allow replacement and modification of two signs.

STAFF RECOMMENDATIONS:

Staff recommends that CSPA 86-C-029-08 be approved subject to the development conditions contained in Appendix 1.

It should be noted that it is not the intent of staff to recommend that the Planning Commission, in imposing any conditions, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

Michael H. Lynskey

It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Planning Commission.

The approval of this Comprehensive Sign Plan does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.

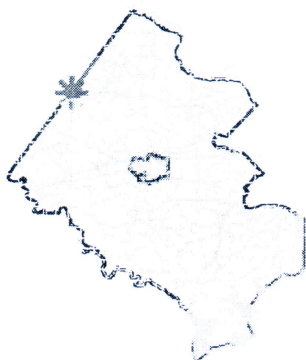
O:\mlynsk\Dulles View CSPA 86-C-029-08\Final Staff Report\SR Cover.doc



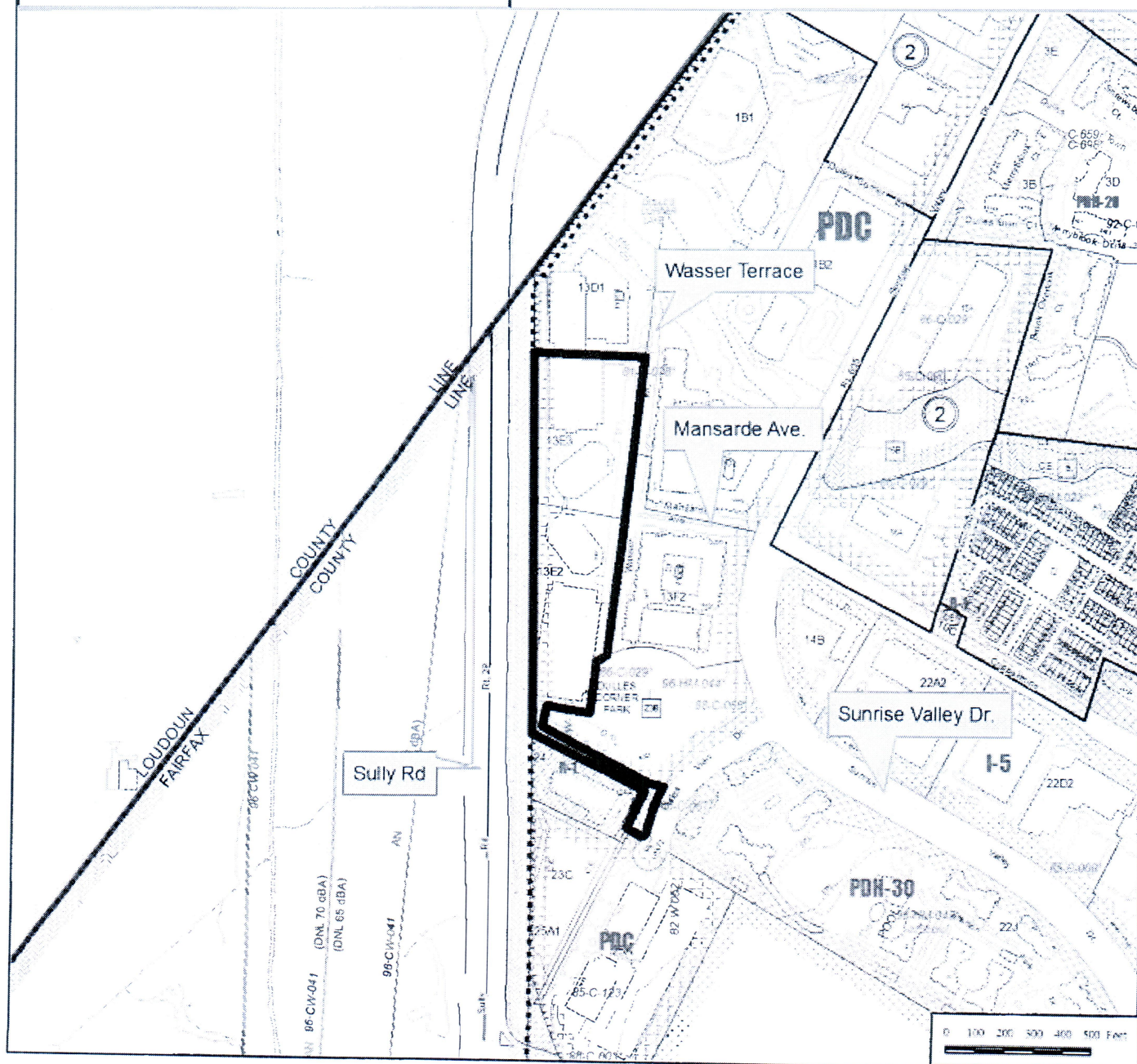
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

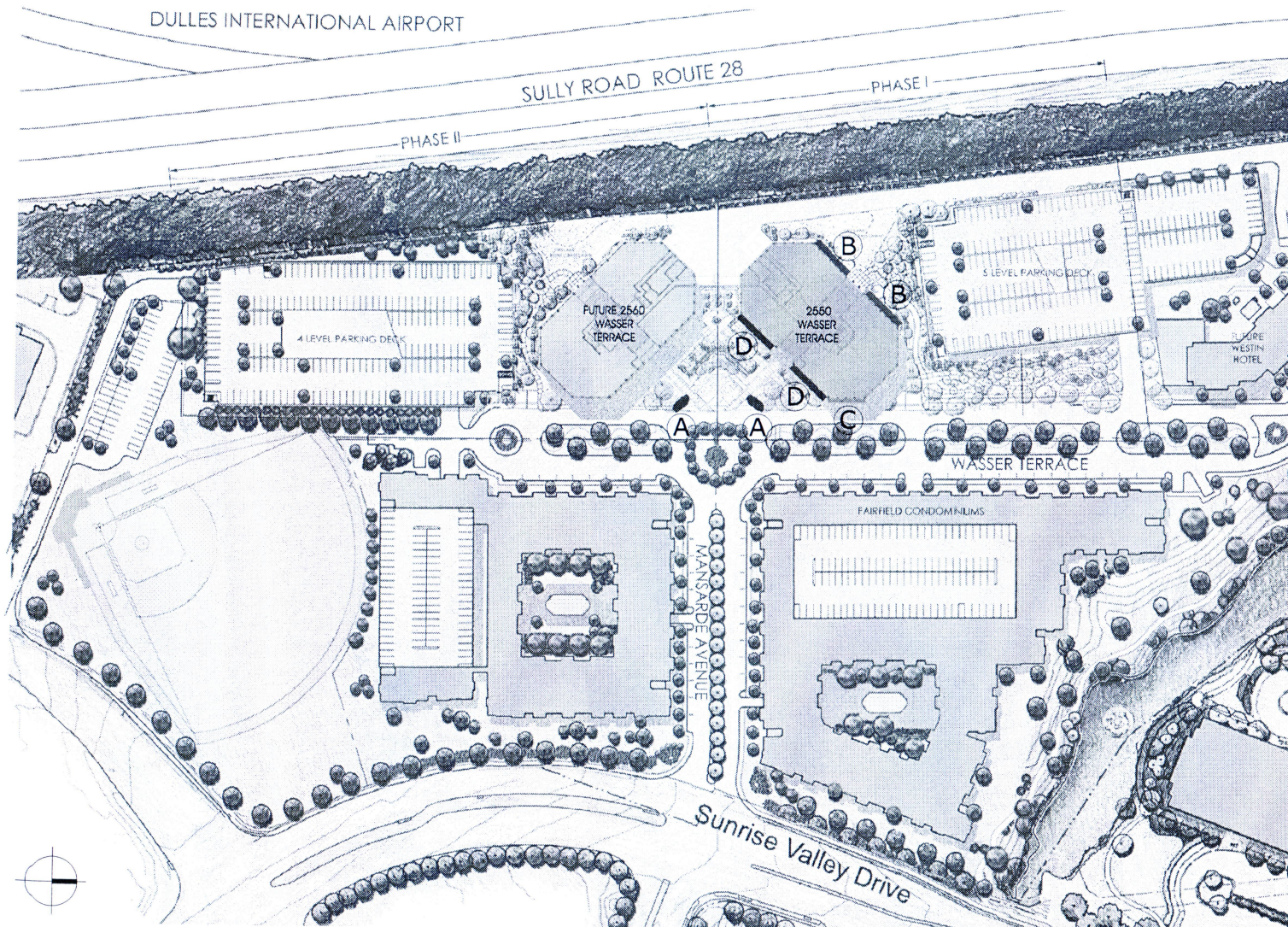
Comprehensive Sign Plan Amendment

CSPA 86-C-029-08



Applicant: DULLES VIEW PROPERTY B1, LLC AND DULLES CORNER OFFICE II, LLC
Accepted: 10/03/2012
Proposed: AMEND CSP 86-C-029 FOR COMPREHENSIVE SIGN PLAN AMENDMENT
Area: 8.842 AC OF LAND;
DISTRICT - DRANESVILLE
Located: 2550 WASSER TERRACE, HERNDON, VA 20171
Zoning: PDC
Map Ref Num: 015-4- /01/ /0013E2 /01/ /0013E3





PROPOSED SIGN TYPES

- A** — FREE STANDING BUILDING SIGN (ADDRESS AND OCCUPANTS)
- B** — BUILDING MOUNTED TENANT SIGNAGE @ 9TH FLOOR/ ROOF SPANDREL
- C** — BUILDING MOUNTED TENANT SIGNAGE @ 3RD LEVEL
- D** — FUTURE BUILDING MOUNTED TENANT SIGNAGE @ 3RD LEVEL

REFER TO ENLARGED SITE PLANS FOR EXACT SIGN LOCATION

OVERALL SITE PLAN _ NTS

NORITAKE
associates

605 PRINCE STREET, ALEXANDRIA, VA 22314
T. 703.739.9366 F. 703.739.9481

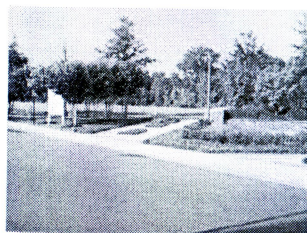
COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE DULLES CORNER

HERNDON, VA
12-17-2012, REVISED

SHEET 01

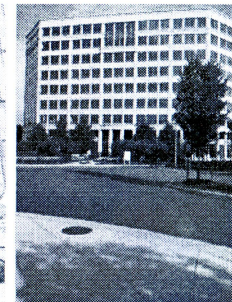
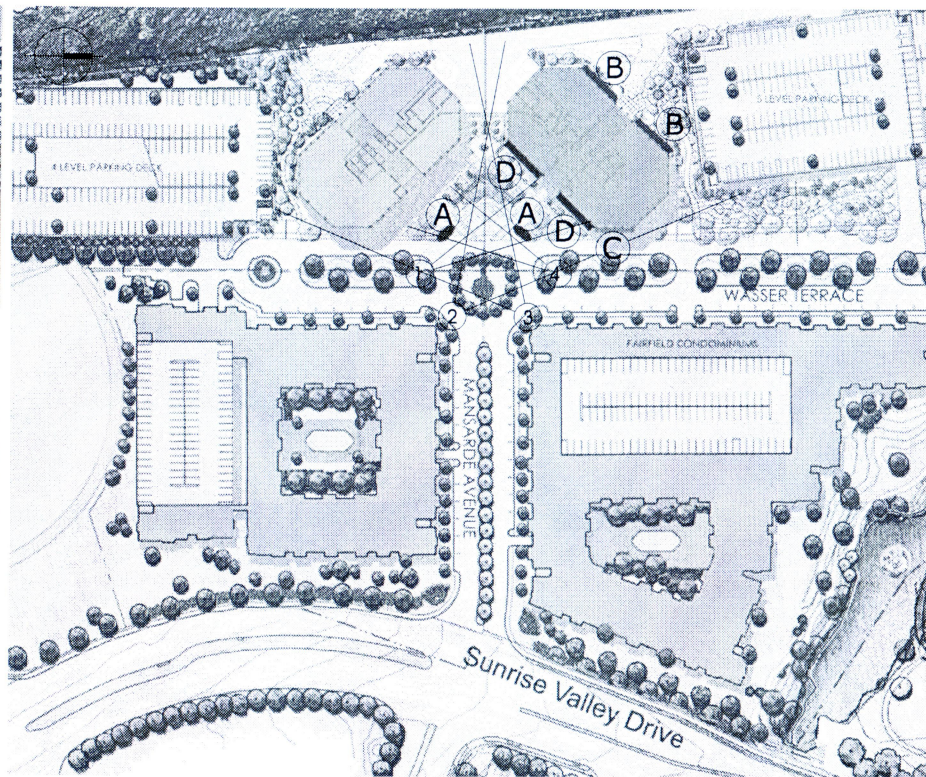


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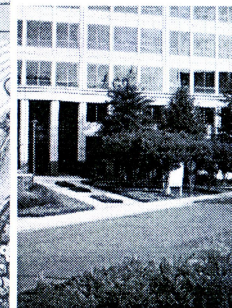


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OVERALL SITE PLAN _ NTS



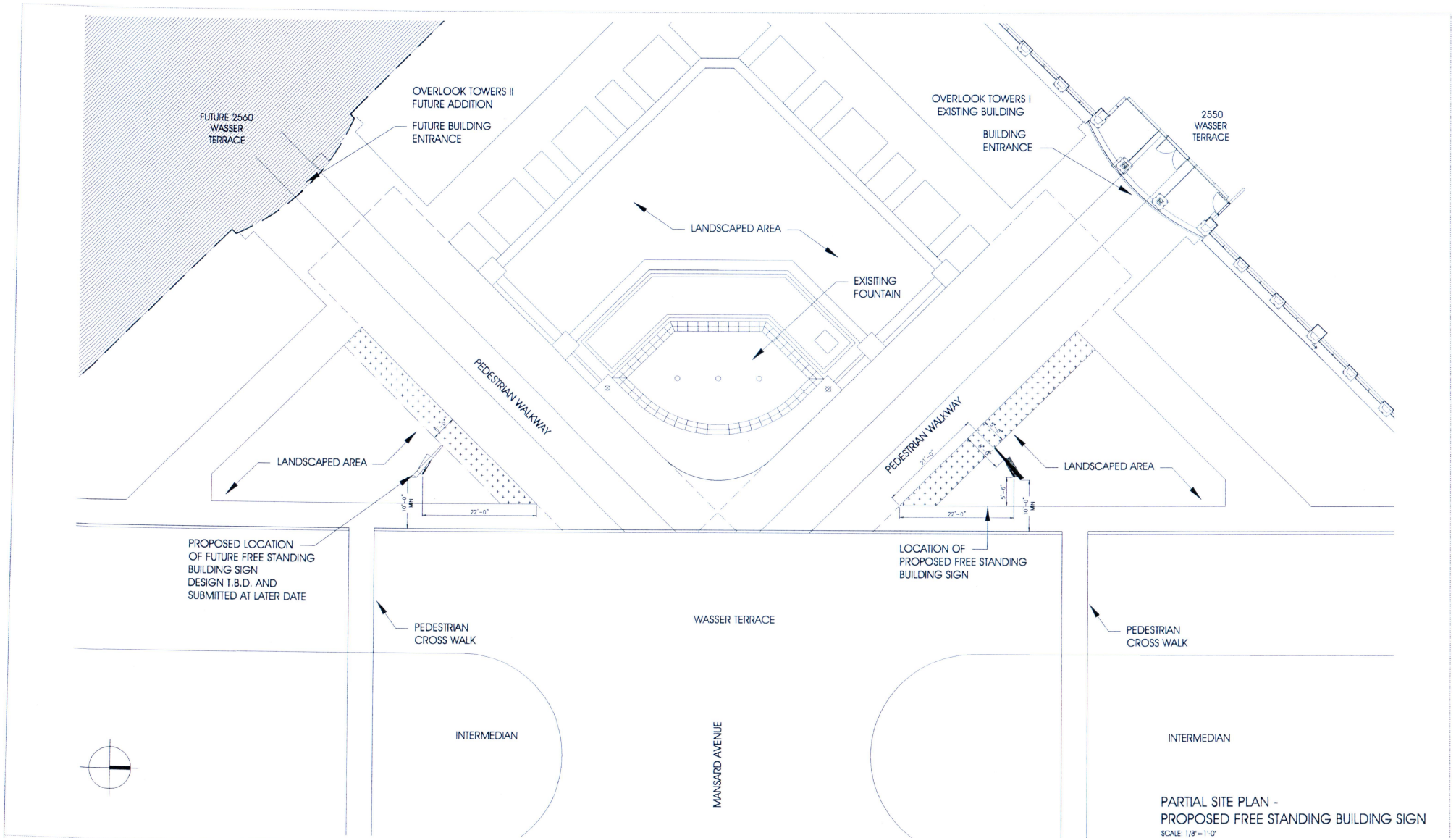
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PROPOSED SIGN TYPES

- A** — FREE STANDING BUILDING SIGN
(ADDRESS AND OCCUPANTS)
- B** — BUILDING MOUNTED TENANT
SIGNAGE @ 9TH FLOOR/
ROOF SPANDREL
- C** — BUILDING MOUNTED TENANT
SIGNAGE @ 3RD LEVEL
- D** — FUTURE BUILDING MOUNTED
TENANT SIGNAGE @ 3RD LEVEL



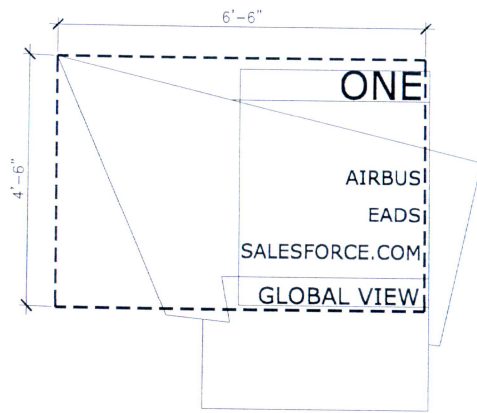
NORITAKE
associates

806 PRINCE STREET, ALEXANDRIA, VA 22314
T. 703.739.9366 F. 703.739.9481

COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE DULLES CORNER

HERNDON, VA
12-17-2012, REVISED

SHEET 03



SQ.FT. DIAGRAM
CALCULATED SIGN AREA: 29.25 SQ.FT.

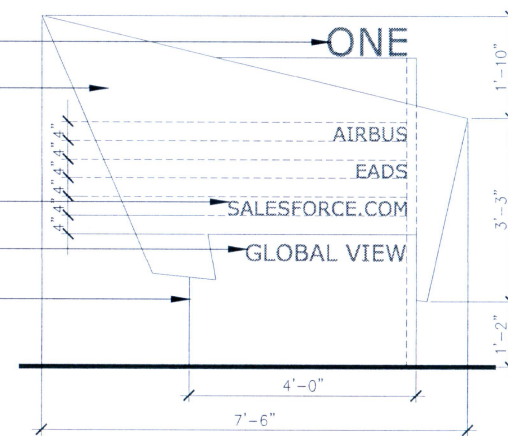
6" ALUMINUM LETTERS W/ METALLIC COATING
RAISED ON 1" PINS
METAL PLATE
W/ SATIN SILVER FINISH

3" ALUMINUM LETTERS W/ METALLIC COATING
RAISED ON 1" PINS

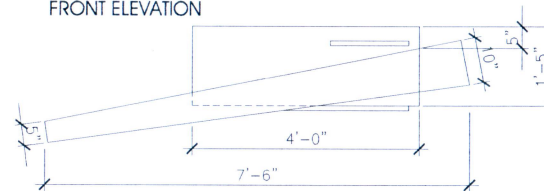
3-1/2" ALUMINUM LETTERS W/ METALLIC
COATING RAISED ON 1" PINS

HEAVY METAL PLATE, RIBBED
FINISH, DARK

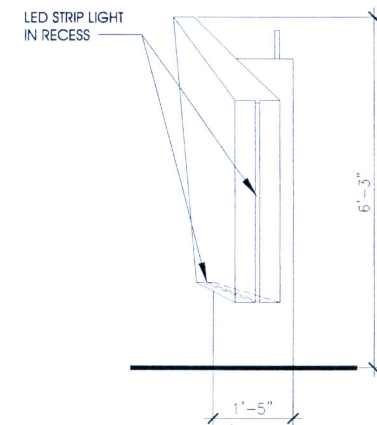
SIGN T.B. LIT BY LIGHT BEAMER
(SPOT LIGHTING) LOCATED ON
GROUND



FRONT ELEVATION



PLAN



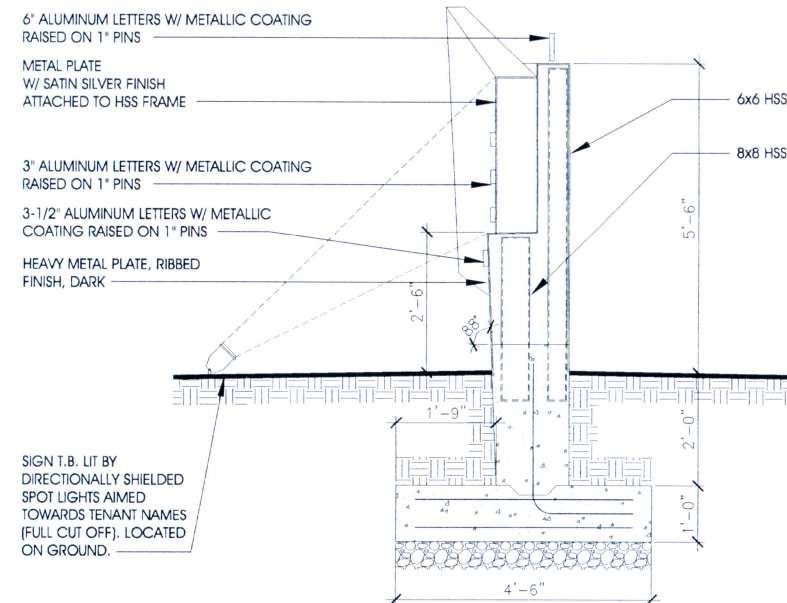
SIDE ELEVATION

FUNCTION: IDENTIFY BUILDING ADDRESS
AND TENANT NAMES
OVERALL SIZE: 6'-3" X 7'-6"

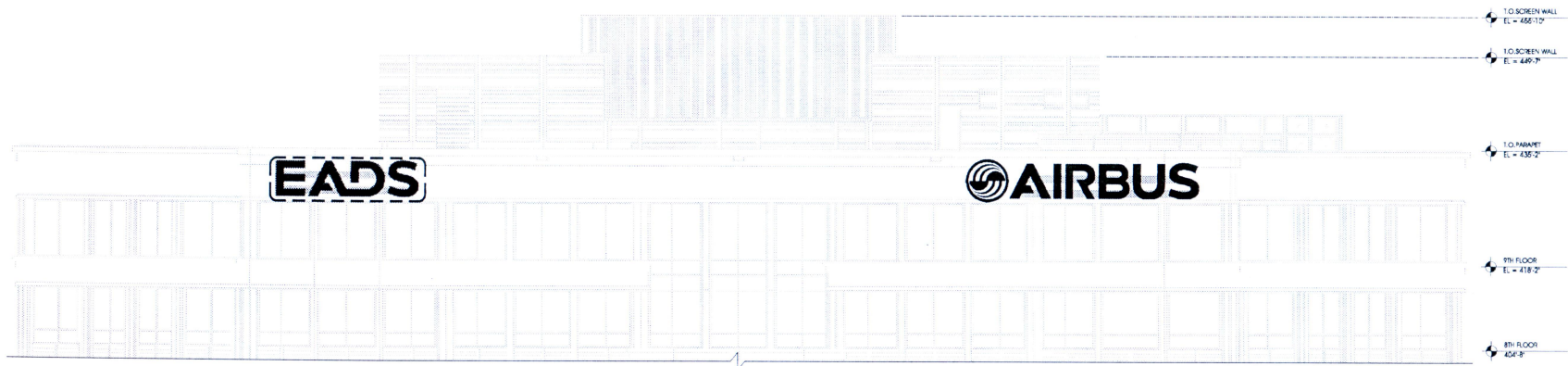
PROPOSED FREE STANDING BUILDING SIGN
SCALE: 1"=1'-0"



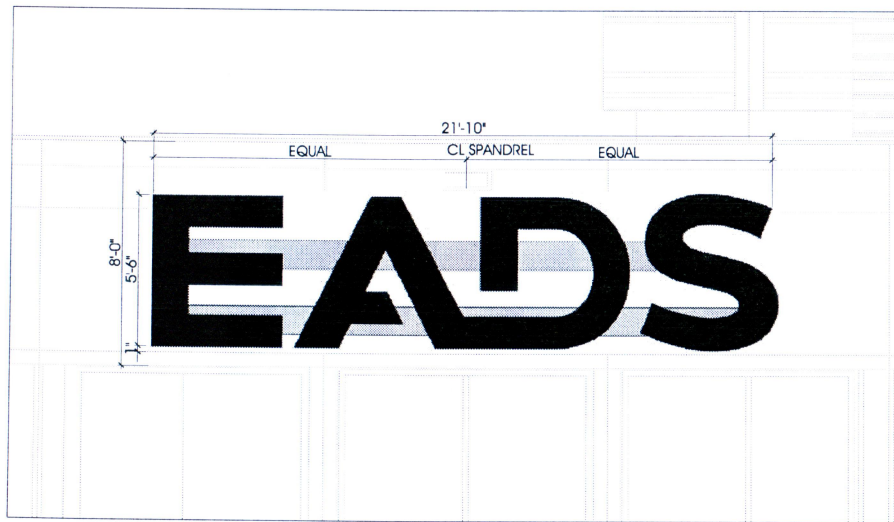
RENDERING - NTS



PROPOSED FREESTANDING BUILDING SIGN
SCALE: 1"=1'-0"

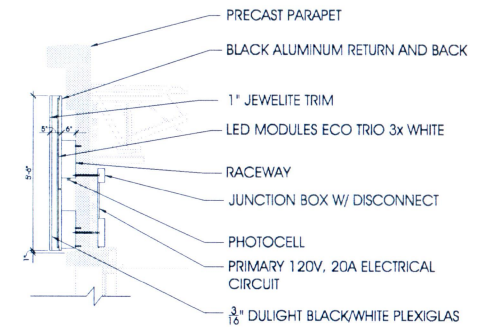


PARTIAL BUILDING ELEVATION - NORTH
SCALE: 1/8"=1'-0"



SIGN TO BE CENTERED ON PRECAST PANEL

SIGN AREA: 120.08 SQ.FT.



PROPOSED TENANT SIGN @ 9TH FLOOR/ ROOF
SPANDREL - EADS LOGO DETAIL
SCALE: 1/2"=1'-0"

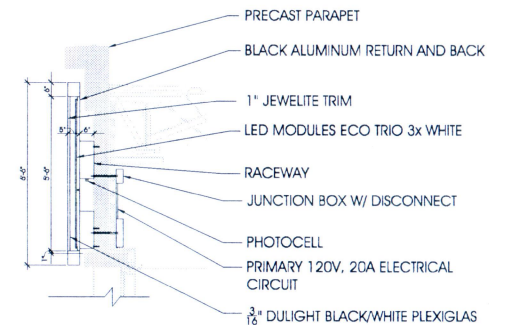


PARTIAL BUILDING ELEVATION - NORTH
SCALE: 1/8" = 1'-0"

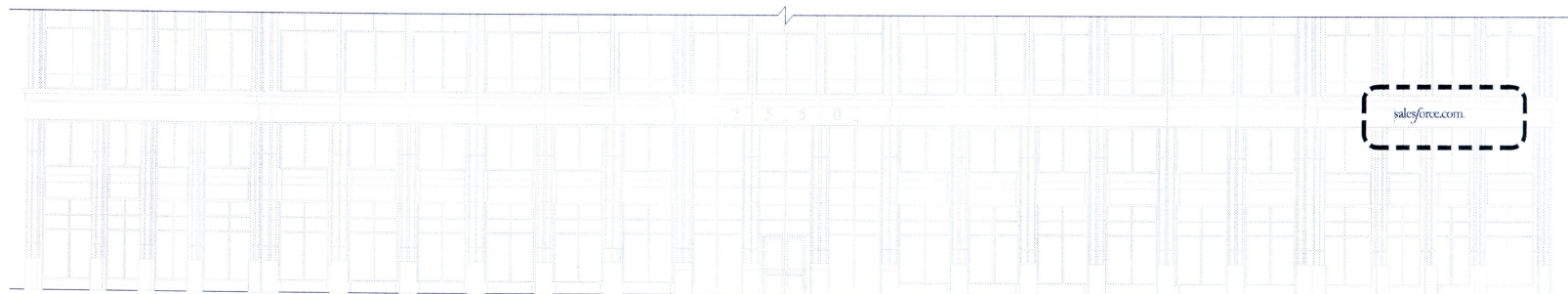


SIGN TO BE CENTERED ON PRECAST PANEL

SIGN AREA: 201.75 SQ.FT.



PROPOSED TENANT SIGN @ 9TH FLOOR/
ROOF SPANDREL - AIRBUS LOGO DETAIL
SCALE: 1/2" = 1'-0"

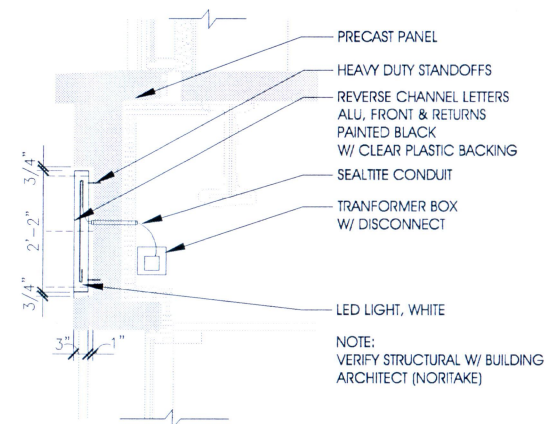


PARTIAL BUILDING ELEVATION - SOUTH EAST
SCALE: 1/8"=1'-0"

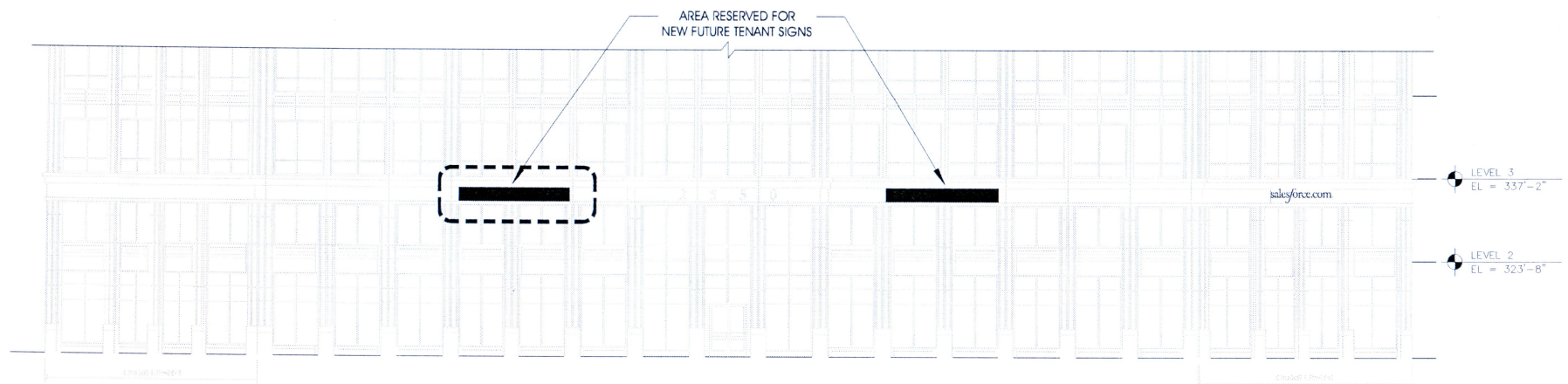


SIGN TO BE CENTERED ON PRECAST PANEL

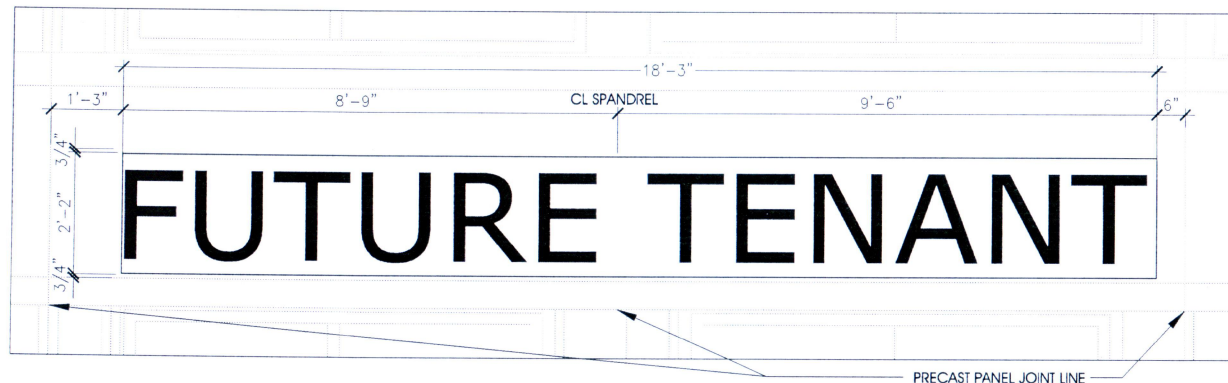
SIGN AREA: 21.3 SQ.FT.



PROPOSED TENANT SIGN @ 3RD FLOOR -
SALESFORCE.COM LOGO DETAIL
SCALE: 1"=1'-0"



PARTIAL BUILDING ELEVATION - SOUTH EAST
SCALE: 1/8" = 1'-0"



PROPOSED FUTURE TENANT SIGN
@ 3RD FLOOR -
SCALE: 1" = 1'-0"

BOTH SIGNS TO HAVE EITHER

- a) FACE-LIT CHANNEL LETTERS W/ BLACK DAY/ WHITE NIGHT EFFECT (WHITE LED) OR
- b) REVERSE CHANNEL LETTERS (WHITE LED)

BOTH SIGNS TO USE SAME METHOD OF LIGHTING.

SIGNS TO BE CENTERED ON PRECAST PANEL BETWEEN WINDOWS, AS SHOWN.

ALLOWABLE SIGN AREA PER SIGN:
39.0 SQ.FT. MAX.
(18'-3" X 2'-2")

**A GLOSSARY OF TERMS FREQUENTLY
USED IN STAFF REPORTS WILL BE
FOUND AT THE BACK OF THIS REPORT**

DESCRIPTION OF THE APPLICATION

The applicants, Dulles View Property B1, LLC and Dulles Corner Office II, LLC, request approval of the eighth amendment to the Comprehensive Sign Plan for Dulles Corner (CSP 86-C-029). The purpose of this Comprehensive Sign Plan Amendment (CSPA) is to allow the replacement of two of the seven signs recently approved in the seventh amendment to CSP 86-C-029 with enlarged signs, in order to increase their visibility from Route 28 and Dulles Airport.

The application applies to an 8.84 acre portion of the Dulles Corner development located on the west side of Wasser Terrace at the terminus of Mansarde Ave. Sect. 12-210 of the Zoning Ordinance allows the Planning Commission to approve, and subsequently to amend, a comprehensive sign plan for developments in a "P" district as an alternative to the provisions for signs contained in Article 12 of the Ordinance.

The proposed development conditions and the applicant's statement of justification are contained in Appendices 1 and 2 of this report. A copy of the previously approved CSPA (CSP 86-C-029-07) is included as Appendix 3.



Figure 1: Aerial photograph of CSPA application area

LOCATION AND CHARACTER

Site Description:

The subject property is located within the 99.28 acre Dulles Corner Development. This development, zoned PDC, includes a mix of uses consisting of office, retail, hotel and residential. Dulles Corner is located east of Dulles Airport and Route 28 and south of the Dulles Airport Access Road. The subject property contains a recently constructed office building and a proposed office building.

The surrounding uses are as follows:

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Hotel (Westin Hotel)	PDC	Dulles Suburban Center, Land Unit A; Mixed Use
South	Telecommunication Switching Station – Verizon	R-1	Dulles Suburban Center, Land Unit A; Public Facilities
East	Multi-family Residential	PDC	Dulles Suburban Center, Land Unit A; Mixed Use
West	Highway (Rt.28) and Washington Dulles Int. Airport	R-1	Dulles Suburban Center, Land Unit A; Public Facilities

BACKGROUND

Dulles Corner was rezoned to the PDC District in 1987 (RZ 86-C-029) and includes a mix of office, retail, hotel and residential uses. The following background information relates to the various amendments to the Dulles Corner Development which are relevant to the current request. For a more detailed history of this Comprehensive Sign Plan and its amendments, see Appendix 6.

- **RZ 86-C-029**

On February 23, 1987, the Board of Supervisors approved RZ 86-C-029 to rezone 96.1 acres from R-1 (Residential, one dwelling unit per acre) and I-4 (Medium Intensity Industrial) Districts to the PDC (Planned Development Commercial) District for the development of Dulles Corner. Copies of the CDP/FDP and proffers are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **CSP 86-C-029**

On July 22, 1987, the Planning Commission approved CSP 86-C-029 to create a comprehensive sign plan for the Dulles Corner Development. This sign plan did not specify signs for the subject property.

- **PCA 1996-HM-044-03, PCA 88-C-066-05 and PCA 86-C-029-10 (with the Planning Commission having previously approved FDPA 1996-HM-044, FDPA 88-C-066 and FDPA 86-C-029-06)**

On December 6, 2006, the Board of Supervisors approved the aforementioned amendments to modify the Conceptual/Final Development Plans, proffers and conditions to permit site modifications on three portions of Dulles Corner (Tax Maps 15-4 ((1)) 23A pt., 13, 13B, 23A pt., 23A1 and 13C), specifically to permit two office buildings (210,000 square feet each), a hotel and conference center (160,000 square feet with 320 rooms), a retail support building for the hotel (71,896 square feet), two residential buildings (594,000 square feet for 470 dwelling units) and park dedication, with an option for an office building (217,896 square feet) and retail support building (14,000 square feet) in lieu of the hotel and hotel support buildings. This is the governing CDP/FDP and copies of the proffers, conditions and CDP/FDP are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **CSP 86-C-029-07** (Appendix 3)

On January 18, 2012, the Planning Commission approved the seventh amendment to CSP 86-C-029, which included two freestanding signs and five building-mounted signs for one newly constructed building and one future "sister" building.

- **CSP 86-C-029-08**

The current CSPA application seeks to amend two of the five building-mounted signs previously approved in CSP 86-C-029-07 to allow for increased copy area.

COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

Plan Area:	Area III
Planning District:	Upper Potomac Planning District
Planning Sector:	Sully
Special Study Area:	Dulles Suburban Center, Land Unit "A"

The Comprehensive Plan for the Dulles Suburban Center seeks to foster visual unity in the area through design elements and asserts an expectation of high urban design standards, in order to make the area a showplace for urban redevelopment. With regards to signage, the primary consideration of the plan is to create a unified signage style for a given development unit and to carry it out consistently. The Design Guidelines for the Dulles Suburban Center mention creating *“Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter”*. One objective of the Land Unit “A” plan, specifically, is to create a clearly recognizable identity that relates to the area’s function as an urban core.

The major objectives of the Dulles Suburban Center Plan also emphasize support for business and commercial development in the area and encourage flexibility for economic enterprises attracted to the Dulles Airport, while seeking to minimize undesirable visual impacts of development.

COMPREHENSIVE SIGN PLAN AMENDMENT (copy at front of staff report)

Title of Plan: Comprehensive Plan of Exterior Signage,
Dulles Corner (CSPA 86-C-029-08 Dulles Corner)

Prepared By: Noritake Associates

Revision Date: 12-17-2012 Revision of
CSPA 86-C-029-07 (dated 11-15-2011)

Sheet 01: Overall Site Plan
Sheet 02: Overall Site Plan
Sheet 03: Partial Site Plan – Proposed Free Standing Building Sign
Sheet 04: Proposed Free Standing Building Sign
Sheet 05: Proposed Free Standing Building Sign
Sheet 06: Proposed Tenant Sign - EADS (revised)
Sheet 07: Proposed Tenant Sign – Airbus (revised)
Sheet 08: Proposed Tenant Sign – Salesforce
Sheet 09: Proposed Tenant Sign – Future Tenant

Description:

This amendment to the existing Comprehensive Sign Plan (CSP), consisting of nine pages, is to amend and supersede the applicable pages of the previous CSPA 86-C-029-07, approved on January 18, 2012. A copy of the current amendment is located at the front of this report.

This revised plan reflects changes to both the Airbus and EADS signs specified in CSPA 86-C-029-07, serving to both eliminate the tagline text for each sign and to increase the size of the primary lettering. The changes will

allow the signs to be more easily read from Route 28 (or the Dulles Corridor), which is a primary objective of the site's aviation-related tenants. The additional signs approved in the previous amendment remain unchanged and are delineated as such on the revised plans.

The proposed copy sizes for the building-mounted signs included on the current CSPA have been modified as reflected in the following table:

	Approved Copy Area (sf)	Proposed Change (sf)	Difference (sf)	Approved Letter Height	Proposed Letter Height
Airbus	96.3	201.75*	+105.45	2'-9"	5'-6"
EADS	45.2	120.0	+74.8	2'-9"	5'-6"
Salesforce	21.3	No change	0	2'-2"	2'-2"
Future Tenant	78.8	No change	0	2'-2"	2'-2"
Total:	241.6	421.85	+180.25		

*Exceeds 200sf maximum per individual sign per 12-203-8.



Fig 1: Previously approved building-mounted signage.

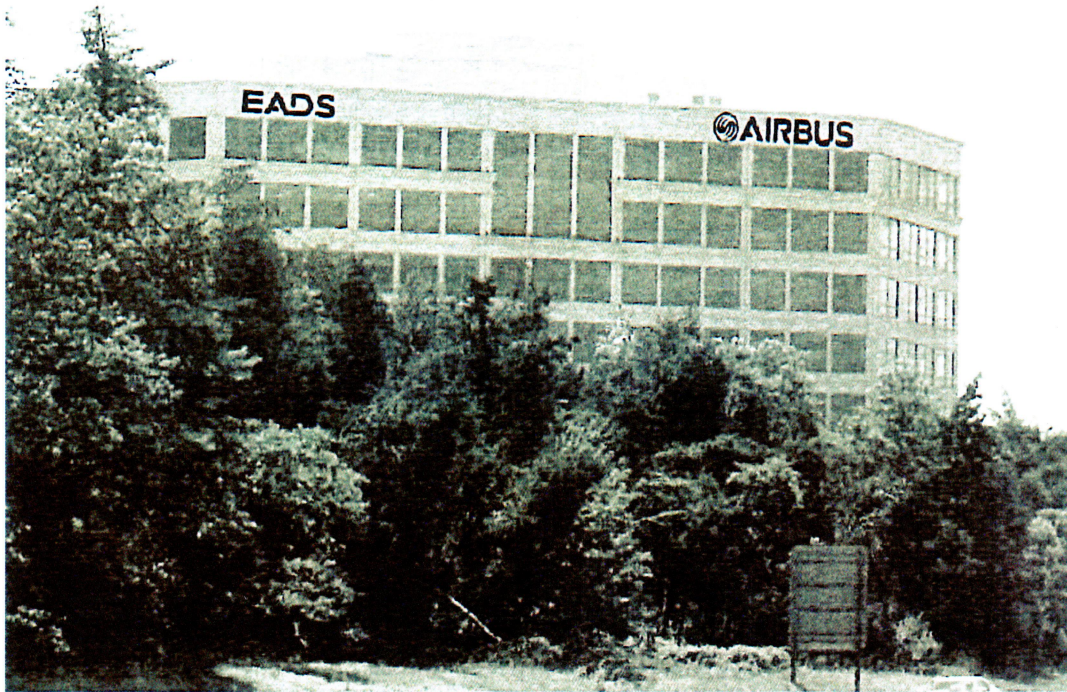


Fig 2: Proposed building-mounted signage.

ANALYSIS

Zoning Analysis (Appendix 5)

Two of the five building-mounted signs approved by the previous CSPA have been enlarged on the current application, necessitating a revised analysis of the ordinance requirements that address the sizing of building-mounted signs.

Section 12-203-8 specifies that the area of the building-mounted signs shall not exceed one and one-half square feet of sign area for each of the first 100 linear feet of building frontage plus one square foot of sign area for each linear foot over 100 linear feet of building frontage; however no one sign shall exceed 200 sf.

Applying the Section 12-203-8 frontage formula to the building-mounted signs in this application would yield a maximum permissible sign area of 270 sf. The total area of the proposed signs would be 421.85 sf, exceeding the maximum area by 151.85 sf. The Airbus sign exceeds the per-sign maximum of 200 sf by 1.75 sf.

Type of Sign	No. of Proposed Signs	Proposed Sign Area per Sign (sf)	Article 12 Allowed Sign Area and Height	Zoning Ordinance Section	Difference Between Proposed and Allowed
Building-Mounted	5	201.75 120.0 21.3 39.4 <u>39.4</u> Total: 421.85	Calculation based on frontage = 270 sf, however, no one sign shall exceed 200 sf	12-203-8	Total area exceeds maximum 270 sf by 180.25 sf. Airbus sign exceeds max. 200 sf by 1.75 sf

Section 12-210-1 of the Zoning Ordinance allows flexibility in the design of planned developments by allowing signs to be approved by the Planning Commission in accordance with a comprehensive plan of signage. Section 12-210-4 additionally specifies that signage options be in accordance with the standards for planned developments set forth in Part 1 of Article 16 and that “all signs shall be in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the development and the purposes of architectural and urban design elements”.

Land Use Analysis

There are no additional land use impacts identified in the current proposal as compared to the previously approved plan.

Environmental Analysis

There are no additional environmental impacts identified in the current proposal as compared to the previously approved plan.

Transportation Analysis

There are no additional transportation impacts identified in the current proposal as compared to the previously approved plan.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The proposed amendment, constituting a revision of previous amendment CSPA 86-C-029-07, represents minor changes to the previously approved amendment and remains consistent with the existing Comprehensive Sign Plan and the spirit of the County's Comprehensive Plan for the area, which encourages economic development associated with the Dulles Airport and identification of the area as an urban core.

While the sign modifications specified in the proposed amendment exceed the sizing criteria in Section 12-203-8 of the Zoning Ordinance, staff recognizes the right of the Planning Commission to exercise flexibility in this regard as a function of the Comprehensive Sign Plan process. Staff feels that the proposed signs improve overall readability while remaining in scale with the building, and envisions no significant negative impact to the surrounding area due to the proposed modifications.

Recommendation

Staff recommends that CSPA 86-C-029-08 be approved subject to the development conditions contained in Appendix 1

It should be noted that it is not the intent of staff to recommend that the Planning Commission, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

The approval of this CSPA does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

It should be further noted that the content of this report reflects the analysis and recommendations of staff; it does not reflect the position of the Planning Commission.

APPENDICES

1. Proposed Development Conditions
2. Statement of Justification
3. CSPA 86-C-029-07 and Approved Development Conditions
4. Applicable Comprehensive Plan Provisions
5. Applicable Zoning Ordinance Provisions
6. Background Information on CSP 86-C-029
7. Glossary of Terms

**PROPOSED DEVELOPMENT CONDITIONS
CSPA 86-C-029-08**

January 3, 2013

If it is the intent of the Planning Commission to approve CSPA 86-C-029-08, located at Tax Maps 15-4((1)) 13E2 and 13E3 for an amendment to CSP 86-C-029, pursuant to Section 12-210 of the Fairfax County Zoning Ordinance, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions. All previously approved CSP conditions governing the overall Dulles Corner development shall remain in effect.

1. This Comprehensive Signage Plan Amendment is granted for and runs with the land indicated in this application and is not transferable to other land. Minor deviations in sign location, design and area may be permitted when the Zoning Administrator determines that such deviations are minor and are in substantial conformance with the Comprehensive Sign Plan.
2. This "Comprehensive Plan of Exterior Signage, Dulles Corner" prepared by Noritake Associates and dated December 17, 2012 (revised) is approved only for those signs shown in this Comprehensive Sign Plan Amendment. In addition, signs not requiring permits allowed by Section 12-103 in the Zoning Ordinance may be permitted, as qualified by these development conditions.
3. Any signs other than those included in this Comprehensive Sign Plan Amendment or previously approved Comprehensive Sign Plans shall require the review and approval of an amendment to this Comprehensive Sign Plan.
4. A matrix for signage shall be provided to the Zoning Administrator prior to the issuance of the first sign permit and all subsequent sign permits which includes the tenant name, address, sign type, sign height, sign area, and Non-Residential Use Permit number and/or any other pertinent information deemed necessary by the Zoning Administrator in order to allow efficient tracking of all signage to be provided on site. Each sign permit shall be accompanied by a letter from the property owner, manager and/or agent of the property stating that the requested sign has been reviewed for compliance with this approval.
5. All freestanding signs shall be located so as not to restrict sight distance for drivers entering or exiting travel intersections, aisles or driveways.
6. All signs shall be consistent with the color palette, typography and the use of logos indicated in the CSPA.

The above-proposed conditions are staff recommendations and do not reflect the position of the Planning Commission unless and until adopted by that commission.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. Sign permits must be obtained from Fairfax County for each and every sign erected pursuant to this Comprehensive Sign Plan. The applicant shall be himself responsible for obtaining the required Sign Permits through established procedures.

SEP 18 2012

STATEMENT OF JUSTIFICATION NARRATIVE
Comprehensive Sign Plan Amendment – CSPA 86-C-029-08
Dulles Corner

Zoning Evaluation Division

September 17, 2012

BACKGROUND

Dulles Corner is a 99.28 acre development that is regulated by a Comprehensive Sign Plan that was originally approved as CSP 86-C-029 and has been subject to seven amendments over the years. Dulles Corner is located east of Route 28 and west of Sunrise Valley Drive and south of the Dulles Toll Road. It includes: office, commercial, hotel, retail and residential uses. The purpose of the Comprehensive Sign Plan was to establish a coordinated sign system for visual identification of tenants and to orient and direct vehicular and pedestrian traffic.

SUMMARY OF PROPOSAL

The proposal is to amend CSPA-86-C-029-7 which was approved on January 18, 2012 to permit an increase in building mounted sign copy area for two major tenants on the northwest side of the ninth floor of the office building located at 2550 Wasser Terrace. The signage is for the tenants EADS North America and Airbus who vacated space in Rosslyn and Herndon to move to this new location bringing over 300 jobs to Fairfax County. This site is the headquarters location for EADS North America. Airbus is a subsidiary of EADS North America. The site is adjacent to the Dulles Airport and the visibility of the signage to the Dulles airport and surrounding road network was an important factor in the companies locating to this site.

EADS North America is the U.S. holding company for the North American activities of EADS, the world's second largest aerospace and defense company, and the largest in Europe. As a leading supplier and industrial partner in defense and homeland security, commercial aviation, helicopters, telecommunications and services, EADS North America – together with its parent company, EADS – contribute more than \$12 billion to the U.S. economy annually, supporting 220,000 American jobs. Airbus is the world's leading aircraft manufacturer. Airbus today consistently captures about half of all commercial airliner orders.

The signage was recently approved and constructed immediately following the January approval. The proposed changes will increase the visibility and legibility of the signs for vehicular traffic traveling along Route 28 as well as flights from Dulles airport which were key incentives for the tenants move to this site location. The signs will not be facing any of the adjacent residential buildings of the hotel. The proposal is to eliminate the tagline text from the signage and increase the signage letter height and copy area for the tenants, EADS and Airbus. From the EADS signage the tagline words "North America" will be removed and from the Airbus sign the tagline words "An EADS Company" will be removed. The area of the tagline words will be replaced with larger tenant letters resulting in a different and larger copy area which is the reason for the amendment. The Zoning Ordinance 8 line rule for measurement of copy area was utilized. The logo for Airbus to be located to the left of the letters is also included in the signage copy area calculation.

PROPOSED BUILDING SIGNAGE

Photo-shopped before and after images are included in the Comprehensive Sign Plan package (see attached). The proposed signage will be internally illuminated. The letters will be white translucent acrylic face-lit letters with a perforated vinyl overlay to achieve a "black/day - white/night" effect with the same construction as what exists on the building today.

The following chart details the approved signage and proposed signage for the building at 2550 Wasser Terrace. The changes proposed only affect the Airbus and EADS signs.

	Approved Copy Area	Proposed Change	Difference	Letter Height Approved	Letter Height Proposed
Airbus	96.3	201.75	105.45	2'-9"	5'-6"
EADS	45.2	120	74.8	2'-9"	5'-6"
Salesforce	21.3	No change	0	2'-2"	2'-2"
Future Tenant	78.8	No change	0	2'-2"	2'-2"

CONFORMANCE WITH COMPREHENSIVE PLAN

This application continues the implementation of the Comprehensive Plan recommendation for the subject property as endorsed with the approved rezoning application and Comprehensive Sign Plan. The signs are consistent with the character and nature of the signs within the Dulles Corner development.

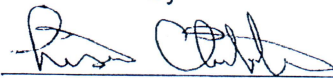
CONFORMANCE WITH ORDINANCES, REGULATIONS AND ADOPTED STANDARDS

This application is in conformance with the provisions of all applicable ordinances, regulations and adopted standards. Attachment A details the conformance with the Zoning Ordinance.

CONCLUSION

The signage proposed compliments the existing architecture of the buildings for which the tenants are being identified and fits into character of the Dulles Corner community. The proposal is in conformance with the Zoning Ordinance provisions for Comprehensive Sign Plans.

Submitted by



Lisa M. Chiblow, AICP

Land Use Planner

McGuireWoods LLP, Agent for Applicant

Attachment A

Signage Compliance with Zoning Ordinance

Compliance of proposed signage with the most current edition of the Fairfax County Zoning Ordinance, Article 12 (Signs) and 14 (Performance Standards)

The two signs subject to this proposal located at the 9th floor at the roof spandrel are internally illuminated. They will be white translucent acrylic face-lit letters with a perforated vinyl overlay to achieve a "black/ day – white/ night" effect. They comply with 14-900.2 B and D.

Section 12-210

The provisions set forth in the preceding Sections shall be applicable to signs accessory to uses in P District. However, in keeping with the intent to allow flexibility in the design of planned development, the following options may be applicable to signs in P districts:

1. As an alternative, signs may be permitted in a P district in accordance with a comprehensive sign plan of signage subject to the approval of the Planning Commission following a public hearing conducted in accordance with the provisions of Sect. 18-109. The comprehensive signs within the P district of section thereof, as well as the nature of the information to be displayed on the signs.

The Comprehensive Sign Plan amendment proposed complies with using alternative sign calculations as permitted in the Zoning Ordinance citation above.

12-203.9.

For one tenant or multiple tenants that access the building via a common outside entrance the sign shall not exceed 1 1/2 SF of sign area for each of the first 100 linear feet of building frontage plus one SF of sign area for each linear foot over 100 linear feet of building frontage. No one sign shall have a sign area in excess of 200 square feet.

The individual sign exceeds the 200 sf maximum by 1.75 sq. ft in order to be improve visibility from abutting roadways and Dulles Airport which is consistent with the tenant's customer base. The signs will not be facing any of the adjacent residential buildings or hotel.

Frontage Calculation:

Building Total Width (Frontage) = 221'-2"

First 100 linear feet x 1.5 SF = 150 SF

Remaining liner footage x 1 SF = 120 LF x 1 SF = 120 SF

Total Allowed = 270 SF

Proposed signs

Airbus Sign:	201.75 SF
EADS Sign:	120 SF
Salesforce Sign:	21.3 SF (remains the same)
Future Tenant Signs:	78.8 SF (remains the same)
Total:	421.85 SF

12-1 05 Sign Measurement:

Area of sign to be computed as the entire area within a single cont. rectilinear perimeter of not more than 8 straight lines enclosing the extreme limits of writing, representation, emblems or a figure together with all material, color or lighting forming an integral part of the display or used to differentiate the sign from the background against which it is placed.

The signage copy area was calculated using the 8 straight line methodology as detailed above.



County of Fairfax, Virginia

2012 Planning
Commission

January 19, 2012

Peter F. Murphy, Jr.
Chairman
Springfield District

Walter L. Alcorn
Vice Chairman
At-Large

Frank de la Fe
Parliamentarian
Hunter Mill District

Jay Donahue
Dranesville District

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Mount Vernon District

Janet R. Hall
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Braddock District

John L. Litzenberger
Sully District

Kenneth A. Lawrence
Providence District

James T. Migliaccio
Lee District

Timothy J. Sargeant
At-Large

Lisa Chiblow, Planner
McGuire Woods, LLP
1750 Tysons Blvd., Suite 1800
McLean, Virginia 22102

RE: CSPA-86-C-029-07 – Dulles View Property B1,
LLC and Dulles Corner Office II, LLC

Dear Ms. Chiblow:

This will serve as your record of the Planning Commission's action on CSPA-86-C-029-07, an application by Dulles View Property B1, LLC and Dulles Corner Office II, LLC, in the Dranesville District.

On Wednesday, January 18, 2012, the Planning Commission voted unanimously (Commissioner Hall absent from the meeting) to approve CSPA-86-C-029-07, subject to the development conditions dated January 4, 2012, as attached.

Also attached for your information is a copy of the verbatim excerpt from the Planning Commission's action on this application. Should you need any additional information on this action, please do not hesitate to contact me at 703-324-2865.

Sincerely,

Barbara J. Lippa
Executive Director

Attachments (a/s)

cc: John Foust, Supervisor, Dranesville District
Jay Donahue, Commissioner, Dranesville District
Miriam Bader, Staff Coordinator, ZED, DPZ
January 18, 2012 Date File
O-8c File

Barbara J. Lippa
Executive Director

Dawn M. Ashbacher
Assistant Director

Kara A. DeArrastia
Clerk to the Commission

To request special accommodations, call the Planning Commission office at 703-324-2865, TTY 703-324-7951. Please allow seven working days to make the appropriate arrangements.

Fairfax County Planning Commission
12000 Government Center Parkway, Suite 330, Fairfax, VA 22035
703-324-2865 (Voice) 703-324-7951 (TTY) 703-324-3948 (Fax)
www.fairfaxcounty.gov/planning

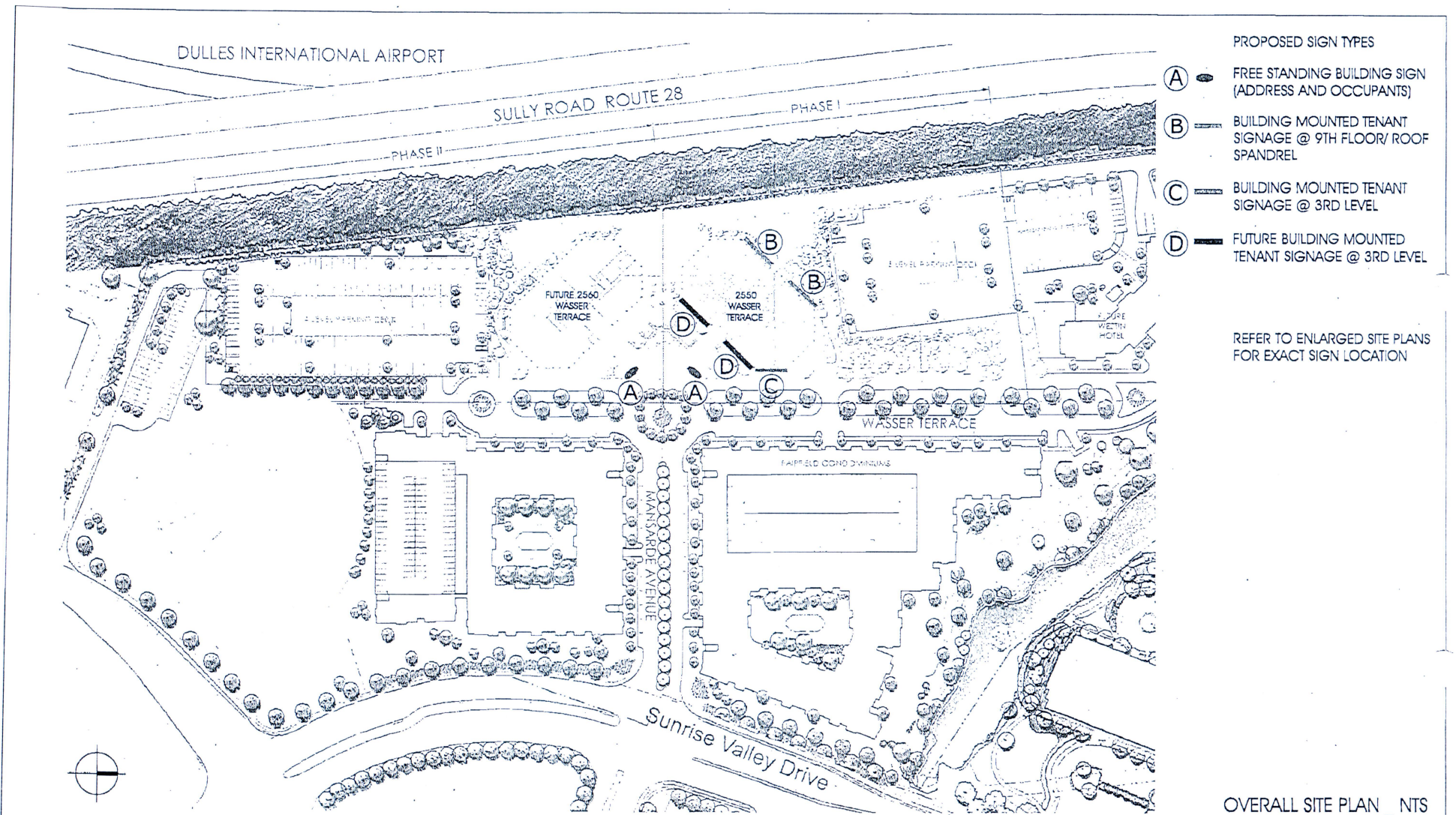


DEVELOPMENT CONDITIONS**CSPA 86-C-029-07****January 4, 2012**

The Planning Commission approved CSPA 86-C-029-07, located at Tax Maps 15-4((1)) 13E2, and 13E3 for an amendment to CSP 86-C-029 pursuant to Section 12-210 of the Fairfax County Zoning Ordinance. All previously approved CSP conditions governing the overall Dulles Corner development shall remain in effect.

1. This Comprehensive Signage Plan Amendment is granted for and runs with the land indicated in this application and is not transferable to other land. Minor deviations in sign location, design and area may be permitted when the Zoning Administrator determines that such deviations are minor and are in substantial conformance with the Comprehensive Signage Plan.*
2. This "Comprehensive Plan of Exterior Signage, Dulles Corner" prepared by Noritake Associates and dated November 15, 2011 (revised) is approved only for those signs shown in this Comprehensive Sign Plan Amendment. In addition, signs not requiring permits allowed by Section 12-103 in the Zoning Ordinance may be permitted, as qualified by these development conditions.
3. Any signs other than those included in this Comprehensive Sign Plan Amendment or previously approved Comprehensive Sign Plans shall require the review and approval of an amendment to this Comprehensive Sign Plan.*
4. A matrix for signage shall be provided to the Zoning Administrator prior to the issuance of the first sign permit and all subsequent sign permits which includes the tenant name, address, sign type, sign height, sign area, and Non-Residential Use Permit number and/or any other pertinent information deemed necessary by the Zoning Administrator in order to allow efficient tracking of all signage to be provided on site. Each sign permit shall be accompanied by a letter from the property owner, manager and/or agent of the property stating that the requested sign has been reviewed for compliance with this approval.*
5. All freestanding signs shall be located so as not to restrict sight distance for drivers entering or exiting travel intersections, aisles or driveways.*
6. All signs shall be consistent with the color palette, typography and the use of logos indicated in the CSPA.*

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. Sign permits must be obtained from Fairfax County for each and every sign erected pursuant to this Comprehensive Sign Plan. The applicant shall be himself responsible for obtaining the required Sign Permits through established procedures.



NORITAKE
associates

605 PRINCE STREET, ALEXANDRIA, VA 22314
T. 703.739.9385 F. 703.739.9481

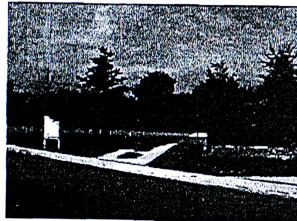
COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE DULLES CORNER

HERNDON, VA
11-15-2011, REVISED

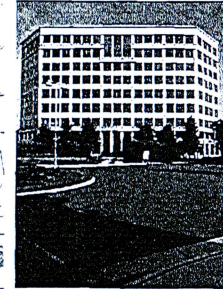
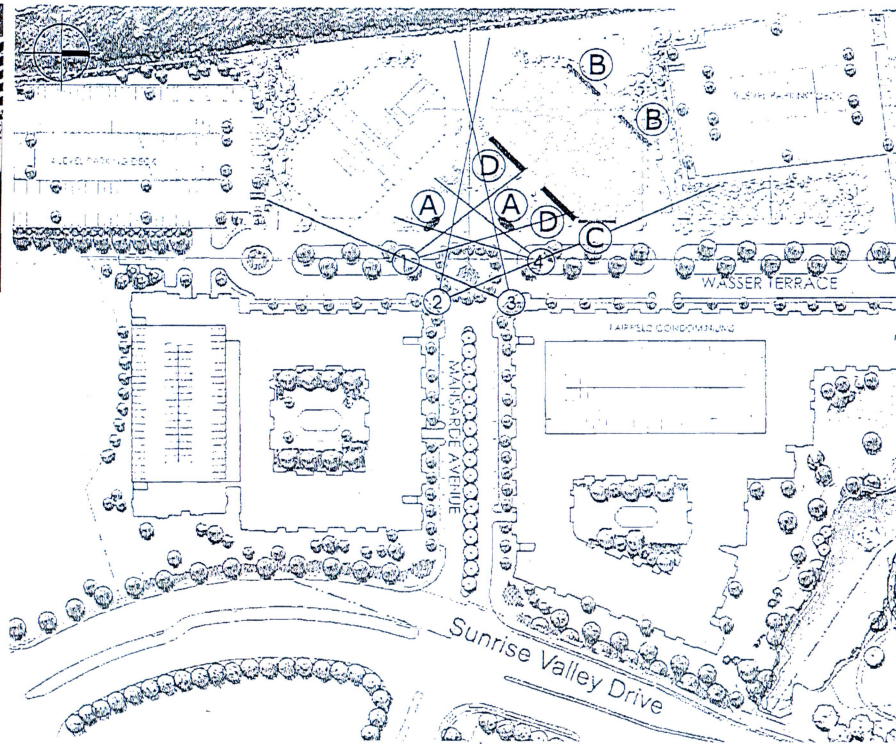
SHEET 01



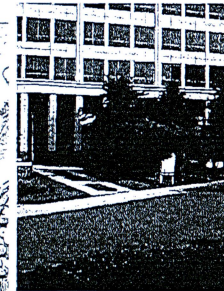
③



④



②



①

OVERALL SITE PLAN _ NTS

PROPOSED SIGN TYPES

- ① FREE STANDING BUILDING SIGN
(ADDRESS AND OCCUPANTS)
- ② BUILDING MOUNTED TENANT
SIGNAGE @ 9TH FLOOR/
ROOF SPANDREL
- ③ BUILDING MOUNTED TENANT
SIGNAGE @ 3RD LEVEL
- ④ FUTURE BUILDING MOUNTED
TENANT SIGNAGE @ 3RD LEVEL

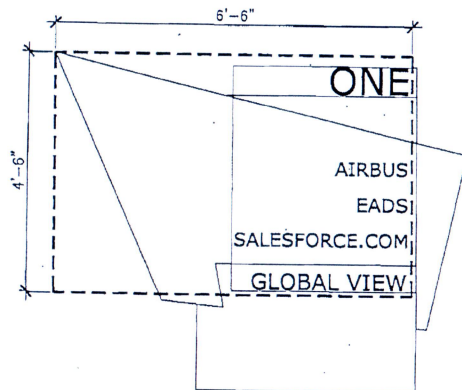
NORITAKE
associates

505 PRINCE STREET, ALEXANDRIA, VA 22314
T. 703.739.9368 F. 703.739.9461

COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE
DULLES CORNER

HERNDON, VA
11-15-2011, REVISED

SHEET 02



SQ.FT. DIAGRAM
CALCULATED SIGN AREA: 29.25 SQ.FT.

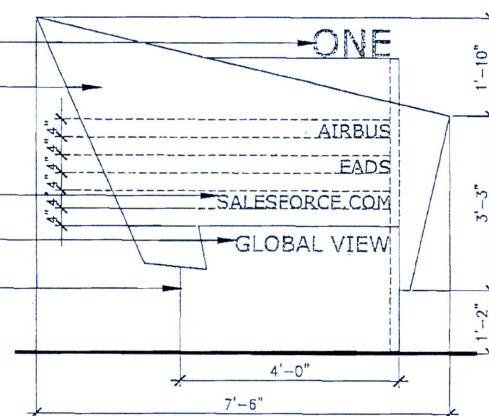
6" ALUMINUM LETTERS W/ METALLIC COATING
RAISED ON 1" PINS
METAL PLATE
W/ SATIN SILVER FINISH

3" ALUMINUM LETTERS W/ METALLIC COATING
RAISED ON 1" PINS

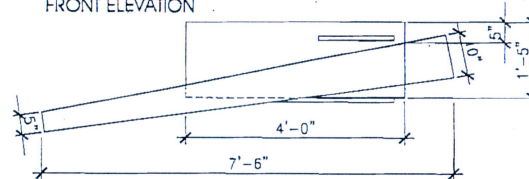
3-1/2" ALUMINUM LETTERS W/ METALLIC
COATING RAISED ON 1" PINS

HEAVY METAL PLATE, RIBBED
FINISH, DARK

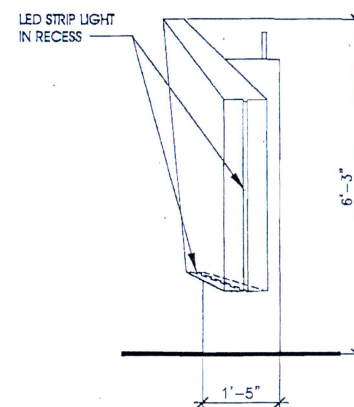
SIGN T.B. LT BY LIGHT BEAMER
(SPOT LIGHTING) LOCATED ON
GROUND



FRONT ELEVATION



PLAN



SIDE ELEVATION

FUNCTION: IDENTIFY BUILDING ADDRESS
AND TENANT NAMES
OVERALL SIZE: 6'-3" X 7'-6"

PROPOSED FREE STANDING BUILDING SIGN
SCALE: 1"=1'-0"

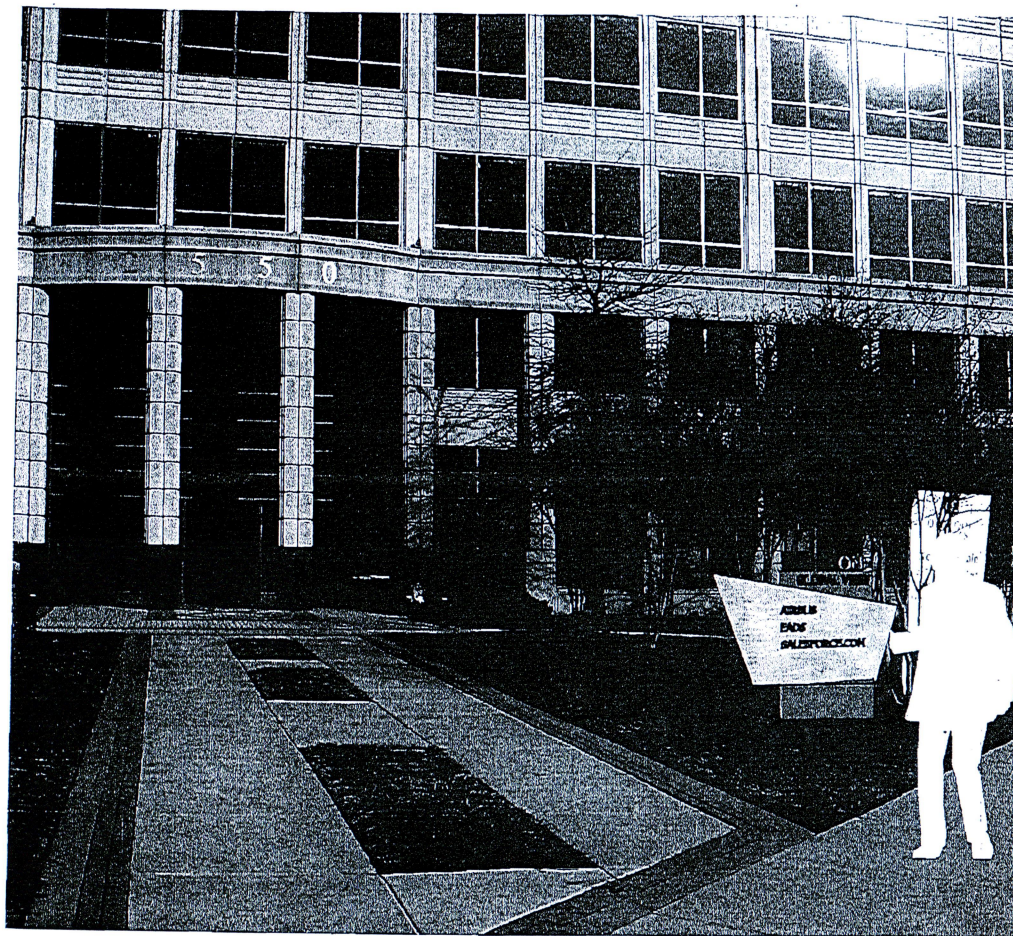
NORITAKE
associates

805 PRINCE STREET, ALEXANDRIA, VA 22314
T. 703.739.8068 F. 703.739.9481

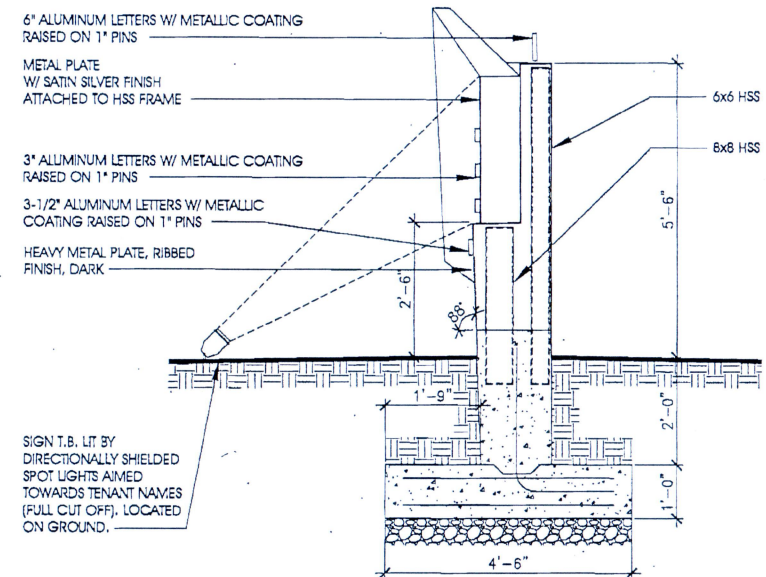
COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE DULLES CORNER

HERNDON, VA
11-08-2011, REVISED

SHEET 04



RENDERING - NTS



PROPOSED FREESTANDING BUILDING SIGN
SCALE: 1"=1'-0"

NORITAKE
associates

805 PRINCE STREET, ALEXANDRIA, VA 22314
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COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE DULLES CORNER

HERNDON, VA
11-15-2011, REVISED

SHEET 05



1. AIRPORT SIG.
EL. = 400'-0"

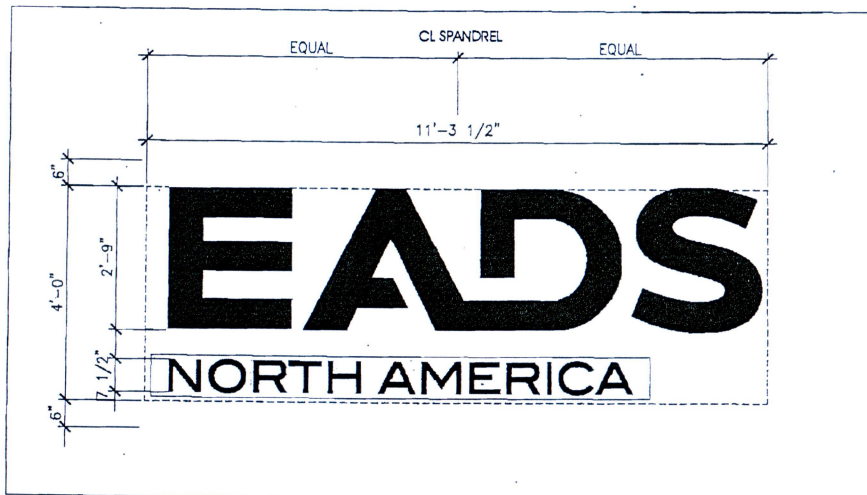
2. AIRPORT SIG.
EL. = 415'-0"

3. AIRPORT SIG.
EL. = 430'-0"

4. AIRPORT SIG.
EL. = 445'-0"

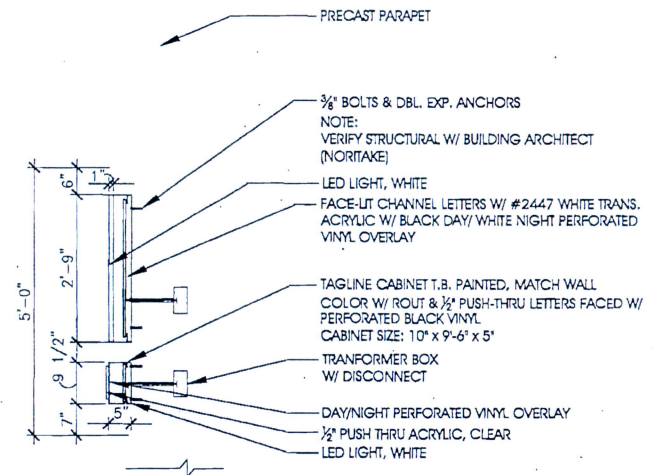
5. AIRPORT SIG.
EL. = 460'-0"

PARTIAL BUILDING ELEVATION - NORTH
SCALE: 1/8" = 1'-0"



SIGN TO BE CENTERED ON PRECAST PANEL

SIGN AREA: 45.2 SQ.FT.



PROPOSED TENANT SIGN @ 9TH FLOOR/ ROOF
SPANDREL - EADS LOGO DETAIL
SCALE: 1" = 1'-0"

NORITAKE
associates

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COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE DULLES CORNER

HERNDON, VA
11-08-2011, REVISED

SHEET 06



LA NORTH SIGN
CL = 400'-10"

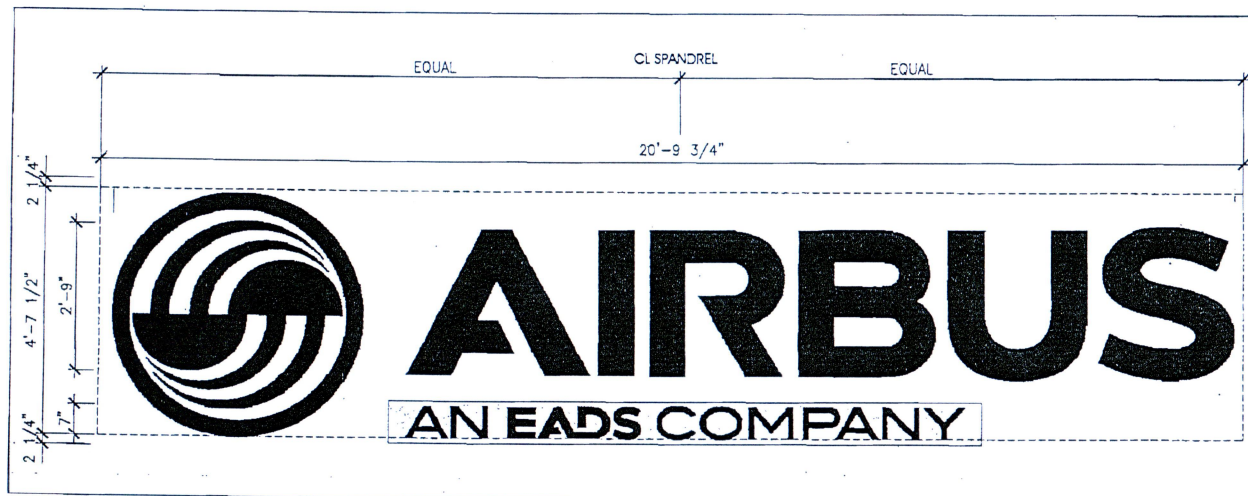
LA SOUTH SIGN
CL = 400'-10"

LA EAST SIGN
CL = 400'-10"

FIN FLOOR
CL = 410'-0"

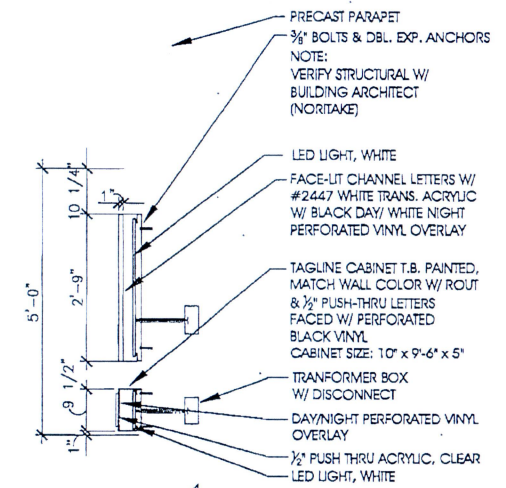
FIN FLOOR
CL = 410'-0"

PARTIAL BUILDING ELEVATION - NORTH
SCALE: 1/8" = 1'-0"



SIGN TO BE CENTERED ON PRECAST PANEL

SIGN AREA: 96.3 SQ.FT.



PROPOSED TENANT SIGN @ 9TH FLOOR/
ROOF SPANDREL - AIRBUS LOGO DETAIL
SCALE: 1" = 1'-0"

NORITAKE
associates

825 PRINCE STREET, ALEXANDRIA, VA 22314
T. 703.739.9368 F. 703.739.9481

COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE DULLES CORNER

HERNDON, VA
11-08-2011, REVISED

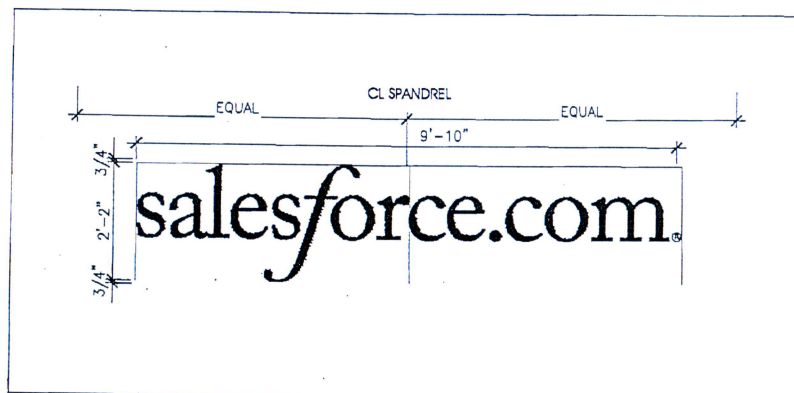
SHEET 07



LEVEL 3
EL. = 337'-2"

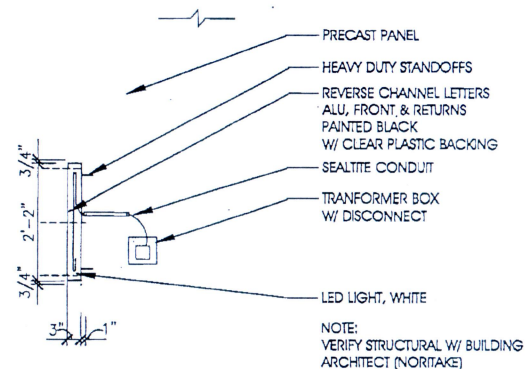
LEVEL 2
EL. = 323'-8"

PARTIAL BUILDING ELEVATION - SOUTH EAST
SCALE: 1/8" = 1'-0"



SIGN TO BE CENTERED ON PRECAST PANEL

SIGN AREA: 21.3 SQ.FT.



PROPOSED TENANT SIGN @ 3RD FLOOR -
SALESFORCE.COM LOGO DETAIL
SCALE: 1" = 1'-0"

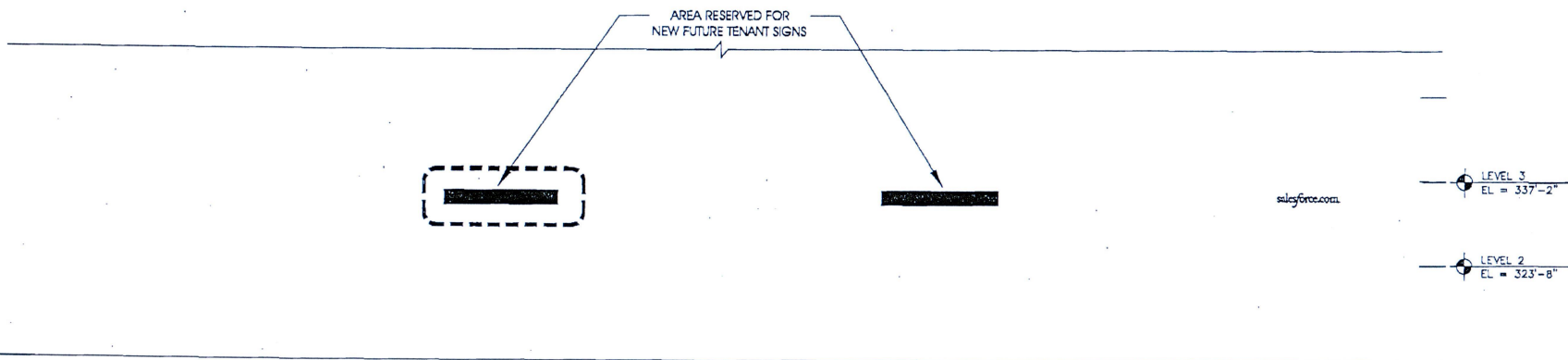
NORITAKE
associates

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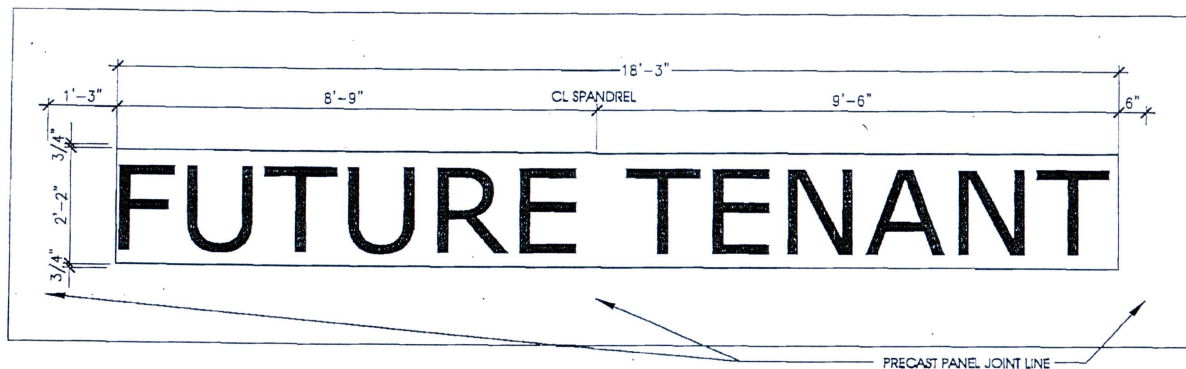
COMPREHENSIVE PLAN OF EXTERIOR SIGNAGE DULLES CORNER

HERNDON, VA
11-08-2011, REVISED

SHEET 08



PARTIAL BUILDING ELEVATION - SOUTH EAST
SCALE: 1/8"=1'-0"



PROPOSED FUTURE TENANT SIGN
@ 3RD FLOOR -
SCALE: 1"=1'-0"

BOTH SIGNS TO HAVE EITHER

- a) FACE-LIT CHANNEL LETTERS W/ BLACK DAY/ WHITE NIGHT EFFECT (WHITE LED) OR
- b) REVERSE CHANNEL LETTERS (WHITE LED)

BOTH SIGNS TO USE SAME METHOD OF LIGHTING.

SIGNS TO BE CENTERED ON PRECAST PANEL BETWEEN WINDOWS, AS SHOWN.

ALLOWABLE SIGN AREA PER SIGN:
39.0 SQ.FT. MAX.
(18'-3" X 2'-2")

Applicable Comprehensive Plan Provisions

*(Included are applicable excerpts from the **Fairfax County Comprehensive Plan, 2011 Edition, Dulles Suburban Center Plan, amended through 3-6-2012**. To view the full text, please refer to the Fairfax County web site or view a copy on file at the Fairfax County Department of Planning and Zoning.)*

DULLES SUBURBAN CENTER OVERVIEW **CONCEPT FOR FUTURE DEVELOPMENT**

The Dulles Suburban Center offers an opportunity and challenge to create a high quality, well-conceived, integrated, and functional multiple use employment and residential sector. Vision, creativity, reason, and public-private cooperation can be rewarded by fashioning a model community characterized by an exemplary quality of life featuring an optimal mix of employment, housing, environmental protection, transportation service, and other services, all while significantly enhancing the tax base. Dulles Airport, a major economic catalyst for the Northern Virginia area, is adjacent to the Dulles Suburban Center. Future development within the Suburban Center will benefit from the proximity of the Airport and emphasize national and international business and commercial endeavors; tourism and visitor services; major recreation and entertainment features; mixed commercial and residential areas in urban settings with compatible facilities and amenities; and industrial service areas required to support the Dulles Airport and suburban area, and the metropolitan region. A variety of housing outside the airport noise contours in the Dulles Suburban Center and adjacent Planning Districts will serve this Center. A mixed-use core urban area is planned adjacent to the Dulles Airport Access Road, with uses similar to but more intense than other parts of the Center. This higher intensity core is envisioned to be served by Metrorail. A second node of mixed-use development is planned in the Westfields area to create a focal point for residents and employees.

The planned roadway system recognizes Route 28 as a major arterial, designed to facilitate through traffic and limit direct access onto Route 28 at major intersections. Travel within the Dulles Suburban Center is envisioned to be served by interconnecting roadways and transit that will link major development areas within the Center and provide connections to regional transit systems, planned to include Metrorail, along the DAAR and I-66. Parking facilities would be planned near these transit and development nodes and increased transit ridership would be encouraged by limiting parking in those areas planned for the highest intensity development.

MAJOR OBJECTIVES

The following are *{selected}* major objectives for planning in the Dulles Suburban Center.

Land Use

2. Support development that emphasizes local, national and international business and commercial endeavors; tourism and visitor services; major recreation and entertainment features; mixed commercial and residential areas in urban settings with compatible facilities and amenities; and industrial service areas required to support the Dulles Airport and the surrounding area.
4. Minimize undesirable visual, auditory, and environmental impacts.
8. Provide flexibility for economic enterprises attracted to the Dulles Airport area.

DULLES SUBURBAN CENTER AREA-WIDE RECOMMENDATIONS

LAND USE *{excerpt}*

The Plan for the Dulles Suburban Center recommends baseline and optional land uses to guide development in the area. To obtain the development flexibility afforded by the optional uses, applicants must demonstrate that all applicable performance criteria, as outlined in the implementation approach, are met. All land uses should reinforce the overall goals and objectives of the Plan in both their type and arrangement and should relate positively to the transportation system, as well as to one another, in order to achieve the highest collective development quality for the area.

Urban Design Principles

The principles of urban design to be followed in the Dulles Suburban Center are represented by four words: Function, Order, Identity and Appeal. Below is a brief discussion of these terms: *{excerpt}*

Order: Good design is logical and well organized. It presents a coherent, clear image for the area. If an area has good order, it addresses the following:

- The area displays visual unity that is manifested through a cohesive use of design elements. This cohesiveness is carried out through themes in landscaping, architecture, paving, building materials, and signage. This does not mean that everything looks the same, but that there are some common elements with variety when appropriate.

Urban Design Objectives *{selected}*

The quality of the built and natural environment is an important consideration in planning for the Dulles Suburban Center because recent development has, for the most part, established a high standard for design. The intent of the following design objectives is to achieve the goal of protecting the existing high-quality built environment and the natural environment, while ensuring the compatibility of future development. Specific guidelines to be used in implementing these objectives are found in the section titled "Design Guidelines for the Dulles Suburban Center" after Land Unit K in the Suburban Center Plan text.

Design Objectives *{selected}*

2. Create a positive and easily recognizable identity for the Dulles Suburban Center as a whole, and also for individual development units. Establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.
7. Promote a positive image for the Dulles Suburban Center in keeping with the high architectural and design standards for development of the area as a whole.

DULLES SUBURBAN CENTER LAND UNIT RECOMMENDATIONS

{excerpt}

The recommendations which follow provide site-specific guidance for development of the Dulles Suburban Center, over the next 10-20 years and beyond.

For the purpose of organizing land use and other site-specific recommendations, the Dulles Suburban Center has been divided into a series of land units. These land units are lettered A through K. *{subject site is located in Land Unit A}*

In order to achieve the planning objectives for the Dulles Suburban Center it is necessary that new development and redevelopment be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals at the baseline or optional levels must be responsive to the following development criteria, which apply to all sites in the Dulles Suburban Center:

1. Provision of a development plan that provides high quality site and architectural design, streetscaping, urban design and development amenities. High quality site and architectural design will be evaluated in terms of the ability of the proposal to meet the Design Guidelines for the Dulles Suburban Center.
3. Provision of design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.

In addition to these general development criteria, site-specific conditions may be identified as part of the following recommendations for each of the land units within the Suburban Center.

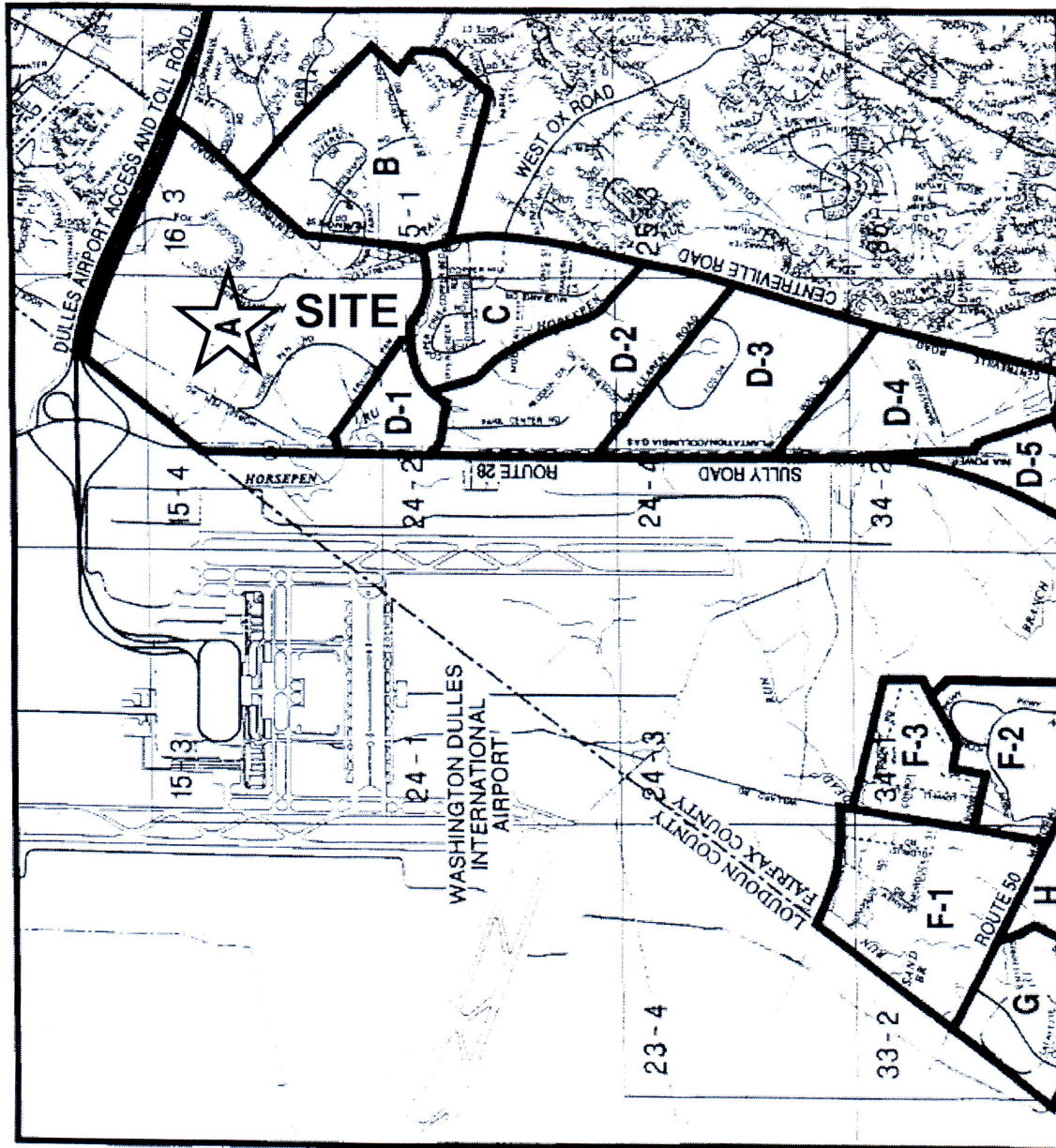


Fig. 1: Dulles Suburban Center land units

LAND UNIT A *{excerpt}*

CHARACTER

This land unit is bounded on the north by the Dulles Airport Access and Toll Road (DAAR), on the east by Centreville Road, on the south by Frying Pan Road, and on the west by Route 28, Washington Dulles International Airport and the Loudoun County line. Land Unit A encompasses the highest planned intensities in the Dulles Suburban Center (Figure 12). Figure 13 illustrates the relationship of the proposed transit station platform, and ¼ and ½ mile distances from this station platform, to Land Unit A. This land unit consists of approximately 645 acres. Existing development includes Dulles Corner, developed with mid- and high-rise office and hotel uses; the low- and mid-rise office uses of the Dulles Technology Center; multi-family residential uses; and a number of single-family attached communities. There is also a substantial amount of vacant land, including a large area of farm land which was formerly in an agricultural and forestal district. The Merrybrook Run Stream Valley traverses the land unit and represents a constraint upon development and a natural open space amenity for the adjacent properties.

DESIGN GUIDELINES FOR DULLES SUBURBAN CENTER *{selected}*

Objective: The design guidelines are intended to facilitate the integration of new development with existing and future development, to ensure that the various land uses function well together from the point of view of the user, thus contributing to the overall positive image of the Suburban Center as a high quality area to live, work, shop or visit.

SITE PLANNING

Signage/Street Furniture

- Create a signage style for a given development complex and carry it out consistently at major roads entering the complex and at building site entries. Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building-mounted signs and ground-mounted shopping center signs incorporated within a planting strip are encouraged. Freestanding and pole-mounted signs are discouraged.

DESIGN GUIDELINES FOR THE SUBURBAN CENTER CORE IN LAND UNIT A
{selected}

In addition to the design guidelines that are applicable to the entire Dulles Suburban Center, the following objectives and guidelines are specifically applicable in the core in Land Unit A. This core area ultimately will have the highest development intensities in the Suburban Center, as well as a future transit focus.

DESIGN OBJECTIVES FOR THE CORE:

1. Create a clearly recognizable identity that relates to Land Unit A's function as the urban core for the Dulles Suburban Center; define the area as a whole, as well as areas of special character.

IDENTITY: CREATING A SENSE OF PLACE

- Enhance the identity and legibility of the Core by developing a comprehensive signage plan that identifies both entries to the Core from major roads, as well as street entries to building complexes, parks, trails, etc. This signage should include consistent sign colors, lettering and shapes, and perhaps a logo for the Core, to alert users that they are in a special area.

Applicable Zoning Ordinance Provisions

*(Included are applicable excerpts from the **Fairfax County Zoning Ordinance, amended through November 20, 2012**. To view the full text, please refer to the Fairfax County web site or view a copy on file at the Fairfax County Department of Planning and Zoning.)*

ARTICLE 12 – SIGNS

PART 1 12-100 GENERAL PROVISIONS

12-105 Sign Measurements *(excerpt)*

1. Except as qualified below, the area of a sign shall mean and shall be computed as the entire area within a single continuous rectilinear perimeter of not more than eight (8) straight lines enclosing the extreme limits of writing, representation, emblems or a figure of similar character together with all material, color or lighting forming an integral part of the display or used to differentiate the sign from the background against which it is placed.

The area of a sign(s) located on a raceway shall be computed in accordance with the provisions of Par. 2 below.

2. The area of building-mounted signs composed of individual letters and/or symbols shall be computed in accordance with one of the following methods:
 - A. If the space between the proposed individual letters and/or symbols is less in dimension than the width of the largest unit, the computation shall be made in accordance with a strict application of the provisions of Par. 1 above.
 - B. If the space between the proposed individual letters and/or symbols is greater than the width of the largest unit, the computation may be based on the total area within rectangular enclosures surrounding each individual unit.

PART 2 12-200 SIGN REGULATIONS BY USE AND DISTRICT

The following regulations shall apply to all signs which require a sign permit by the provisions of this Article. The regulations are based on the zoning district in which the use and accessory sign are located, the use itself and the location of the use.

12-203 Commercial Uses - General *(excerpts)*

The following regulations shall apply to all signs which are accessory to permitted, special permit and special exception uses located in a C district or the commercial area of a P district,

except as provided in Par. 12 of Sect. 207 below. The regulations of this section are supplemented by the provisions set forth in Sections 204, 205 and 206 below.

1. Building-mounted signs may be located anywhere on the surface of the walls or roof of the building, but no part of any sign shall extend above or beyond the perimeter of the building wall, parapet wall or roof, except as permitted by Par. 2 below. No sign shall be located on a chimney, flue, antenna, monopole, transmission tower or cable, smokestack, or other similar rooftop structures and mechanical appurtenances. A sign may be mounted flat against a rooftop penthouse wall or rooftop screening wall which is an integral architectural element of the building through the continuation of materials, color, and design exhibited by the main portion of the building. Such signs shall conform to the following:
 - a. No part of the sign shall extend above or beyond the perimeter of the penthouse wall or screening wall to which it is attached or project outward from the penthouse wall or screening wall.
 - b. The sign shall not extend more than twelve (12) feet above the lowest point of the wall, and shall be limited to identification signs consisting of an organizational logo and/or the name of a company or premises.
3. Illumination of signs shall be in conformance with the performance standards for outdoor lighting as set forth in Part 9 of Article 14.
8. Building-mounted signs on buildings housing only one (1) tenant or multiple tenants that access the building via a common outside entrance(s) shall not exceed one and one-half (1 ½) square feet of sign area for each of the first 100 linear feet of building frontage plus one (1) square foot of sign area for each linear foot over 100 linear feet of building frontage. No one sign, however, shall have a sign area in excess of 200 square feet.
9. Building-mounted signs on buildings housing more than one (1) tenant where each tenant has its own outside entrance(s) shall not exceed one and one-half (1 1/2) square feet of sign area for each linear foot of building frontage occupied by each tenant, except as provided for in Par. 3 of Sect. 106 above. The maximum allowable sign area for any one tenant, however, shall not exceed a total of 200 square feet, except that a tenant, which has building frontage that results in an allowable sign area greater than 200 square feet and occupies an area with more than one perimeter wall containing a main entrance for use by the general public, may place a maximum of 200 square feet of allowable sign area on each such perimeter wall; however, in no instance shall the square footage of signage on any such wall exceed one and one-half (1 1/2) times the length of such wall.

12-205 Commercial Uses with Frontage on Primary Highways and Major Thoroughfares
(excerpt)

The following regulations shall supplement the provisions set forth in Sect. 203 above and shall apply to all uses located on commercially zoned lands which have frontage on a primary highway or on a major thoroughfare as shown on the adopted comprehensive plan but which are not located in a Sign Control Overlay District.

1. Building-mounted signs shall be limited to the sign area as specified in Sect. 203 above.

12-210 Uses in P Districts *(excerpts)*

The provisions set forth in the preceding Sections shall be applicable to signs accessory to uses in P districts. However, in keeping with the intent to allow flexibility in the design of planned developments, the following options may be applicable to signs in the P districts:

1. As an alternative, signs may be permitted in a P district in accordance with a comprehensive plan of signage subject to the approval of the Planning Commission following a public hearing conducted in accordance with the provisions of Sect. 18-109. The comprehensive plan of signage shall show the location, size, height and extent of all proposed signs within the P district or section thereof, as well as the nature of the information to be displayed on the signs.
4. The above-cited signage options shall be in accordance with the standards for all planned developments as set forth in Part 1 of Article 16. All proposed signs shall be in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the development and the purposes of architectural and urban design elements.

BACKGROUND INFORMATION ON CSP 86-C-029

Dulles Corner was rezoned to the PDC District in 1987 (RZ 86-C-029) and includes a mix of office, retail, hotel and residential uses. The following background information relates to the various amendments to the Dulles Corner Development with an emphasis on amendments to the Comprehensive Sign Plan (SCP 86-C-029).

- **RZ 86-C-029**

On February 23, 1987, the Board of Supervisors approved RZ 86-C-029 to rezone 96.21 acres from the R-1 (Residential, one dwelling unit per acre) and I-4 (Medium Intensity Industrial) Districts to the PDC District for the development of Dulles Corner. The development plan depicted up to 2.9 million square feet of office, hotel and retail uses, at a maximum FAR of 0.70 and a minimum of 38.49 acres (40%) of open space. Copies of the CDP/FDP and proffers are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **CSP 86-C-029**

On July 22, 1987, the Planning Commission approved CSP 86-C-029 to create a comprehensive sign plan for the Dulles Corner Development. This sign plan did not specify signs for the subject property. The approved development conditions and a reduction of the approved CSP are contained in Appendix 3.

- **CSPA 86-C-029**

On December 2, 1987, the Planning Commission approved CSPA 86-C-029 to permit a Building Address Sign (Type 4A) to serve Building Site 15.

- **PCA 86-C-029 (concurrent with PCA C-637 and PCA 85-C-008)**

On September 7, 1988, the Board of Supervisors approved PCA 86-C-029 to establish the "Three Party Group" between Dulles Corner (RZ 86-C-029), Pomeroy Investments, Inc. (RZ C-637), and Bahman and Roshanak Batmanghelidj (RZ 85-C-008). The proffers were amended for the respective properties to provide for cooperation and the joint sharing of costs associated with constructing roads to provide access to the properties owned individually by the entities comprising the group and additional road improvements in the area. Copies of the CDP and proffers are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **CSPA 86-C-029-02**

On November 3, 1988, the Planning Commission approved CSPA 86-C-029-02 to permit an Entry Feature Sign (Type 1a), Building-Mounted Logo Sign (Type 5c), and Occupant Sign (Type 4) for Building Site 16. In addition, an Office Park

Identification Sign (Type 7) was proposed at the corner of Frying Pan Road and Sully Road at the extreme southern tip of Dulles Corner.

- **RZ 88-C-066 (concurrent with PCA 86-C-029-03 and FDP 86-C-029-04)**

On December 4, 1989, the Board of Supervisors approved RZ 88-C-066 to rezone 3.08 acres (Tax Map 15-4 ((1)) 23A pt., 23A1, and 13C) from the R-1 District to the PDC District. PCA 86-C-029-03 and FDP 86-C-029-04 amended the CDP/FDP for Dulles Corner to consolidate the 3.08 acres and approved three office buildings. Copies of the CDP/FDP and proffers are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **CSPA 86-C-029-03**

On September 5, 1990, the Planning Commission approved CSPA 86-C-029-03 to permit signage for Building Sites 1, 11, 12 and 13, with the stipulation that the material, color, design and location of the signs be in accordance with CSP 86-C-029. The amendment added an Office Park Identification Sign (Type 7a) at the north end of the office park, near the Hyatt Hotel (Building Site 1) using virtually the same design for the Office Park Identification Sign (Type 7a) approved under CSPA 86-C-029-2.

- **CSPA 86-C-029-04**

On October 10, 1996, the Planning Commission approved CSPA 86-C-029-04 to permit the modification of the Entry Feature Sign (Type 1) previously approved to be located on the west side of Horse Pen Road, opposite the intersection of Horse Pen Road and Coppermine Road, pursuant to CSP 86-C-029. This entry feature sign was later modified in CSPA 86-C-029-06 (see below). Copies of the approved development conditions and a reduction of the approved CSPA are contained in Appendix 4.

- **PCA 86-C-029-05 and PCA 88-C-066**

On August 4, 1997, the Board of Supervisors approved PCA 86-C-029-05 and PCA 88-C-066 to modify the office layout for the subject site. The applications consolidated the previous proffers into one unified proffer statement. The approved proffers anticipated the "Land Swap" with the Jefferson at President's Park, approved under RZ 1996-HM-044, PCA 86-C-029.06 and PCA 88-C-066-02. The CDP/FDP was later amended by PCA 86-C-029-08, PCA 88-C-066-04 and PCA 1996-HM-044-02. Copies of the CDP and proffers are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **PCA 86-C-029-06, PCA 88-C-066-02 and RZ 1996-HM-044 (concurrent with RZ 1997-HM-043, PCA 85-C-008-03)**

On May 11, 1998, the Board of Supervisors approved the above as part of the "Land Swap" between Dulles Corner and Jefferson at President's Park, which permitted both developments to maintain contiguous land area on their respective sides of Dulles View Drive. The applications amended the proffers and CDP to permit the deletion of 1.39 acres east of Dulles View Drive from Tax Map 15-4 ((1)) 22J, to be rezoned to the PDH-30 District pursuant to RZ 1997-HM-043. RZ 1996-HM-044 rezoned 1.21 acres located west of Dulles View Drive (Tax Map 15-4 ((1)) 23A pt.) from the I-5 (General Industrial) District to the PDC District, and incorporated the area into the land area of the Conceptual Development Plan for Dulles Corner as part of PCA 86-C-029-06 and PCA 88-C-066-02. The development plan for the subject site was later amended and copies of the CDP/FDP and proffers are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **CSPA 86-C-029-05**

On September 6, 2000, the Planning Commission approved CSPA 86-C-029-05 to permit a single freestanding Building Identification Sign (Type 4b) for an 11.04 acre site.

- **PCA 86-C-029-08, PCA 88-C-066-04 and PCA 1996-HM-044-02 (with the Planning Commission having previously approved FDPA 86-C-029-04, FDP 88-C-066 and FDP 1996-HM-044)**

On November 20, 2000, the Board of Supervisors approved the above amendments to permit site modifications; specifically to permit six office buildings, with the option for up to two hotels in lieu of two offices, at a maximum height of 150 feet (not including penthouses), for a total of 1,171,896 square feet and 46% open space. Copies of the CDP and proffers are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **PCA 1996-HM-044-03, PCA 88-C-066-05 and PCA 86-C-029-10 (with the Planning Commission having previously approved FDPA 1996-HM-044, FDPA 88-C-066 and FDPA 86-C-029-06)**

On December 6, 2006, the Board of Supervisors approved the aforementioned amendments to modify the Conceptual/Final Development Plans, proffers and conditions to permit site modifications on three portions of Dulles Corner (Tax Maps 15-4 ((1)) 23A pt., 13, 13B, 23A pt., 23A1 and 13C), specifically to permit two office buildings (210,000 square feet each), a hotel and conference center (160,000 square feet with 320 rooms), a retail support building for the hotel (71,896 square feet), two residential buildings (594,000 square feet for 470 dwelling units) and park dedication with an option for an office building (217,896

square feet) and retail support building (14,000 square feet) in lieu of the hotel and hotel support buildings. This is the governing CDP/FDP and copies of the proffers, conditions and CDP/FDP are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.

- **CSPA 86-C-029-06**

On May 16, 2007, the Planning Commission approved CSPA 86-C-029-06 to modify two ground-mounted signs, previously modified in CSPA 86-C-029-04, subject to the development conditions dated May 2, 2007.

- **CSPA 86-C-029-07**

On January 18, 2012, the Planning Commission approved CSPA 86-C-029-07 to approve two Freestanding Building Identification Signs and five Building-Mounted Tenant Signs for a pair of office buildings on Wasser Terrace, at the terminus of Mansarde Avenue, subject to the development conditions dated January 4, 2012.

GLOSSARY

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A GENERALIZED DEVELOPMENT PLAN (GDP) is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A CONCEPTUAL DEVELOPMENT PLAN (CDP) is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A FINAL DEVELOPMENT PLAN (FDP) is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

EASEMENT: A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

ERODIBLE SOILS: Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

FLOOR AREA RATIO (FAR): An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

FUNCTIONAL CLASSIFICATION: A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

GEOTECHNICAL REVIEW: An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

HYDROCARBON RUNOFF: Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

IMPERVIOUS SURFACE: Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

INFILL: Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

INTENSITY: The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

Ldn: Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

LEVEL OF SERVICE (LOS): An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

MARINE CLAY SOILS: Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

OPEN SPACE: That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

OPEN SPACE EASEMENT: An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

P DISTRICT: A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

PROFFER: A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

PUBLIC FACILITIES MANUAL (PFM): A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

RESOURCE MANAGEMENT AREA (RMA): That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

RESOURCE PROTECTION AREA (RPA): That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

SITE PLAN: A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP): Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

STORMWATER MANAGEMENT: Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

SUBDIVISION PLAT: The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		